

no. 7

COMPLETE REPORT OF THE CINCINNATI CONVENTION

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THE TEAM OWNERS REVIEW

Official Organ: The National Team Owners' Association.
American Association of Transfer Companies.

U. S. Department of
Agriculture,

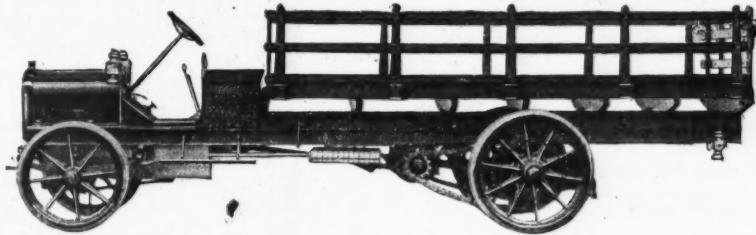
The Horse Is Saved!

Just as the touring car has practically displaced the horse and the family carriage, so the motor truck is rapidly taking the place of horse-drawn commercial vehicles of all kinds.

With a properly built motor truck, you can do all your work cheaper and quicker than you are doing it now, and, in addition, you can cover a much larger territory.

WHITE Gasoline Trucks

are the best-designed and best-built motor trucks on the market. They represent our eleven years' experience in the building of high-grade motor cars.



White Motor Trucks are made in three sizes: 3-5 tons, 1½-ton, and 1500 pounds capacity. Bodies for each of these trucks can be supplied to meet the special requirements of any business.

If you wish to increase your profits,
write to us for further information.

The White Company,

858 E. 79th Street, CLEVELAND, OHIO.

JULY, 1910.

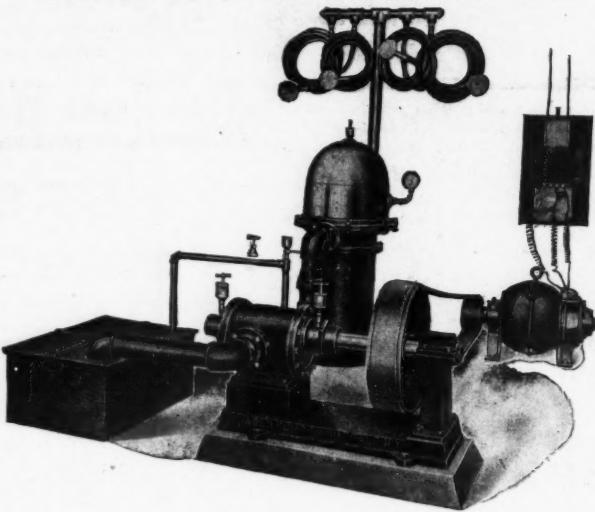
THE TEAM OWNERS REVIEW.

TABER VACUUM HORSE GROOMING MACHINE

BUILT IN THREE SIZES.

Grooming Capacity 15, 30 or 60 Horses Per Hour.

Keeps
Stables
Sanitary
Groomers
Inhale
No
Microbes
Horses
Enjoy
Treatment

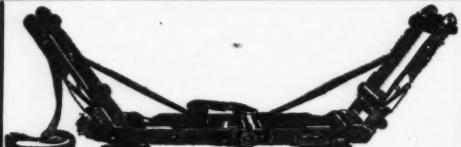


All Dirt,
Hair
and
Dandruff
Removed
Instant-
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AGENTS WANTED
IN EVERY CITY.

TABER PUMP COMPANY,

86 Ellicott Street,
BUFFALO, N. Y.



The Genuine Reynolds Combination Piano Mover

Do not be Deceived into buying
an Inferior Mover. The Best
is what you want. - - - - -

We make them with all latest improvements and
can quote you interesting prices on a piano mover
or cover.

Mover is made of selected hickory and is thor-
oughly ironed, bolted and padded. Provided with
ratchets so that it can stop with safety at any point.
Adjustable to all kinds and sizes. Our mover avoids
all danger of injury to the piano and saves two-
thirds of the labor.



PIANO COVER

Made of waterproof canvas
and lined with canton
flannel. Write to-day for
free catalog.

We also manufacture Piano Hoists.

SYCAMORE WAGON WORKS,
112 Edwards St., Sycamore, Ill.

"BE GOOD"
TO YOUR HORSES
USE FRAZER'S AXLE GREASE
AND MAKE IT EASY FOR THEM.



Recognized as the STANDARD Axle Grease
of the United States.

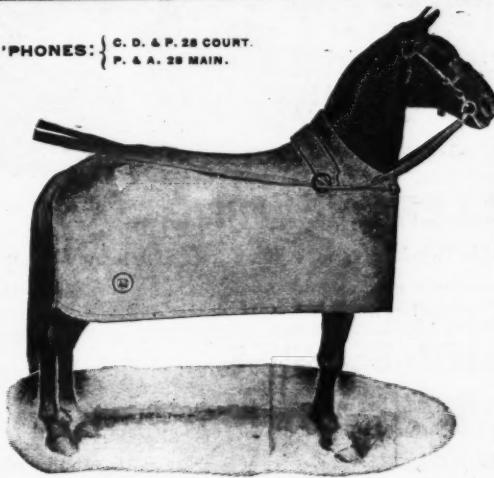
Many Thousand Tubs of this Grease are sold weekly
to the Truckmen of New York City, their Trucks are
loaded heavy and a saving of both time and money
is made, one greasing lasting two weeks or longer.
Ask your dealer for FRAZER'S with label on. It saves
your horses labor and you too.

SOLD EVERYWHERE.
FRAZER LUBRICATOR CO., 83 Murray St., New York.
142 MICHIGAN STREET, CHICAGO.

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THE TEAM OWNERS REVIEW.

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The Original and Only
Manufacturers of the
Famous

STAG BRAND WATERPROOF
**HORSE
AND
WAGON
COVERS.**

FOR SALE BY ALL LEADING SADDLERS
THROUGHOUT THE UNITED STATES.

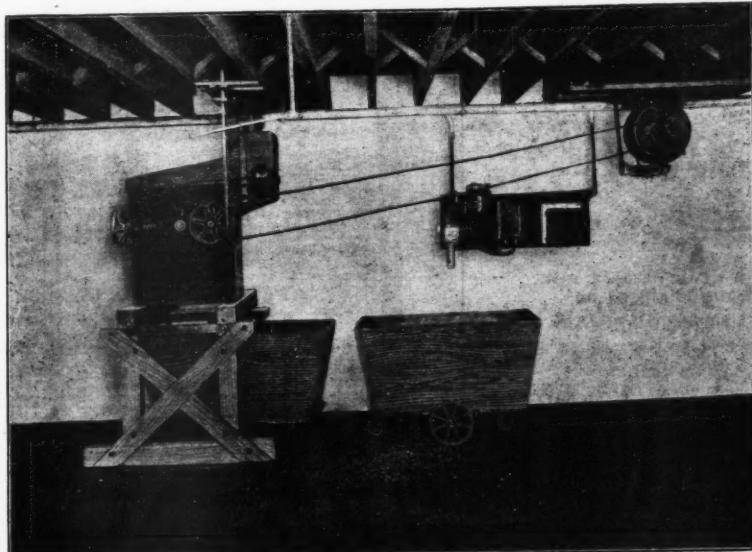
Pittsburg Waterproof Co.

435 Liberty Street, PITTSBURG, PA.

THE "GIBSON" CRUSHER

is guaranteed to Save 15 per cent. on whatever quantity of whole Oats you feed your horses, or ship the Crusher back to us at our expense. Try it first before you buy.

OUR TERMS OF SALE ARE - NO SATISFACTION - NO SALE.
HUNDREDS IN USE ALL OVER THE UNITED STATES.



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erated in Wells
Fargo & Co's
Stable, Chicago,
Ill.

CAN BE OP-
ERATED IN
ANY STABLE.

WRITE FOR CAT.
"F" GIVING FULL
INFORMATION.

GIBSON
Oat Crusher
Co.

1530-1533 McCormick
Building,
CHICAGO,
ILL.

ORIGINATORS
OF THE CRUSH
ED OATSHORSE
FEED. ■■■

When answering advertisements please mention THE TEAM OWNERS REVIEW



TIMKEN ROLLER BEARINGS

not only reduce friction to a minimum, but enable two horses to do the work of four in actual hauling. They can be fitted to all classes and styles of carriages and wagons, adding a selling value to them. And this live dealers know.

TIMKEN ROLLER BEARINGS

require little or no adjustment—are easily gotten at—are simple and fool proof, requiring oiling but once a month and are sold under a two years guarantee.

These are a few of the reasons why **TIMKEN ROLLER BEARINGS** are being used by ninety odd (90) per cent. of all the makers of high grade American Automobiles in part or throughout their cars.

If you are not using them, write us for reasons why you should.

THE TIMKEN ROLLER BEARING COMPANY, Canton, Ohio.

BRANCHES: 10 E. Thirty-first Street, New York.
429 Wabash Avenue, Chicago.



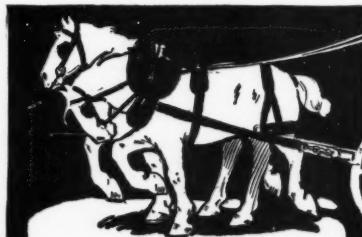
SOLD BY HARNESS DEALERS 3 OZ. BOX,
10 CENTS. 5 POUND PAIL, \$1.00

"Please ship us a five-pound pail of U. S. Metal Polish Paste. It is the best I ever used in all my experiences.

Yours truly,

W. T. McFALL,
Prop. The Eureka Hotel, Abbeville, S.C.

An Advertisement in the TEAM OWNERS
REVIEW brings results.



Cured Six Ringbones

1011 Kaufman Ave., Dubuque, Ia., Feb. 11, 1909.
Dr. B. J. Kendall Co., Enosburg Falls, Vt.
Gentlemen:—Please send me your book called "A Treatise on the Horse". I have used your Spavin Cure for years. At present I am doctoring a horse that has a Ringbone. This will make the sixth one we have cured with your medicine. It has given the best of satisfaction in all cases.

Yours truly, Frank Meyer.

Kendall's Spavin Cure

for 40 years has led the medical world in the treatment of Spavin, Ringbone, Curb, Splint, Swellings, Sprains and Lameness of all kinds. It is the one remedy that thousands of experienced horsemen have come to depend upon absolutely. Never causes blisters, scars or suppuration. An excellent salve for the horse. Keep it on hand for emergencies. \$1 a bottle, 6 for \$5. Buy of your druggist, and ask for "A Treatise on the Horse"—a valuable free book, or address

Dr. B. J. Kendall Co., Enosburg Falls, Vt.

THE TEAM OWNERS REVIEW.

ST. LOUIS TRANSFER COMPANY, ST. LOUIS, MISSOURI,

Agents For All Railroads Terminating at East St. Louis and St. Louis.

GENERAL RECEIVERS AND FORWARDERS,

RECONSIGNMENT AND DISTRIBUTING AGENTS,

EXTENSIVE STORAGE WAREHOUSES,

PASSENGER VEHICLES TO AND FROM UNION STATION,

BAGGAGE CHECKED FROM RESIDENCES AND HOTELS,

BAGGAGE AGENTS ON ALL INCOMING TRAINS.

General Offices: 400 SOUTH BROADWAY,

Passenger Office: 506 CHESTNUT STREET.

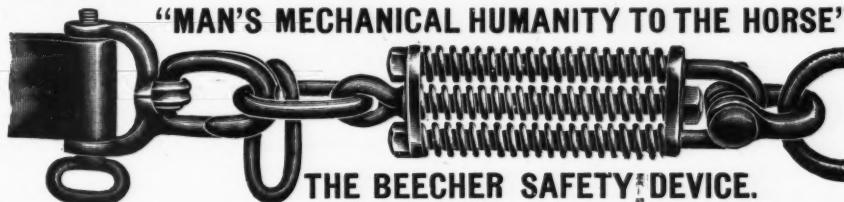
G. J. TANSEY, PRESIDENT AND GENERAL MANAGER.

Beecher Draft Spring Co.,

New Haven, Conn.

Write for Catalogue.

"MAN'S MECHANICAL HUMANITY TO THE HORSE"



CONVENIENT, DURABLE,
PRACTICAL.

Manufacturers of Open Link, Rope Traces, and Lap Loop.



You should keep a ledger account
with every wagon you own.

Why—you can then decide as to
which make of wagon is earning
you the most money, regardless
of first cost.

SELLE GEARS have been demanded by the largest wagon users in the
United States for the past 25 years. THERE MUST BE A REASON.

Cat. No. 5.

THE AKRON-SELLE CO., AKRON, OHIO.

The *COMMERCIAL VEHICLE*

Published Monthly.

231-241 West 39th St. New York.

Team owners and livery men throughout the country
are seeking exact information about motor driven
vehicles. This can be found in the pages of "The
Commercial Vehicle" which are devoted exclusively
to commercial motor vehicles. The subscription
price is Two Dollars a year. A sample copy will be
mailed to any address on receipt of request.

AN ADVERTISEMENT IN THE TEAM OWNERS REVIEW BRINGS RESULTS

THE TEAM OWNERS REVIEW.

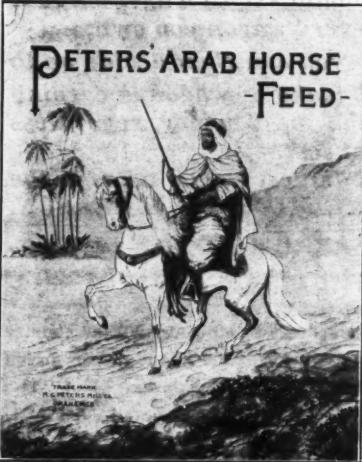
Capacities, One to Four Tons

"Direct From Factory To You."

We vary the style and construction of the bed to meet the particular requirements of your business. Write for prices, etc.

HILLSDALE TRUCK & WAGON CO., Hillsdale, Mich.

Corn, Oats, "Alfalfa and Syrup, (^{Nothing} Else.)



Each ingredient in
PETERS' ARAB HORSE FEED
is a feed in itself, and when mixed in proper proportion gives to the horse full values. Corn and oats are only partially digestible when not fed with a concentrate.
M. C. PETERS MILL CO., Omaha, Neb.

AN UNDISPUTED FACT—^{A Horse's Ration Should Be a Balanced One.}

Write to us for testimonials from your largest team owners.

DIXON'S

Graphite Axle Grease Won't Run

That's one of the big advantages of using Dixon's Axle Grease in hot, summer weather, it won't run all over the hub and wheel and collect dirt.

Write for free sample 176-Ge.

JOSEPH DIXON CRUCIBLE CO.
Jersey City, N. J.

~THE~ TEAM OWNERS REVIEW.

A Monthly Journal published in the interest of The Team Owners of the United States and Canada.

ENTERED AS SECOND CLASS MATTER IN THE PITTSBURG POST OFFICE.

Vol. IX.

PITTSBURG, PA., JULY 1910.

No. 7.

THE CINCINNATI CONVENTION.

THE NATIONAL TEAM OWNERS ASSOCIATION HOLDS EIGHTH ANNUAL GATHERING.

AN INTERESTING AND BUSINESSLIKE MEETING.

MANY MATTERS OF MOMENTOUS IMPORTANCE TO ALL TEAM OWNERS DISCUSSED
AND ACTED UPON.

A COMPLETE AND FULL REPORT OF THE FACTS.

The eighth annual convention of the delegates of The National Team Owners' Association is now a matter of history. Those who attended this notable event either as delegates or guests will remember it for a long time, owing to the many features which impressed themselves upon their minds.

It was a convention where everything was in evidence to make things interesting. There was not a dull moment during the entire sessions. Sometimes the excitement would rise to an unusual height and then several of the members would want to speak all at the same time. And they would have done it, if the sound of the president's gavel had not drowned their voices. At other times while listening to a report, an address or the reading of a paper, the silence was so intense you might have heard a pin drop in the large hall. Then again there was laughter and applause loud and ringing, just according to the manner in which the crowd was affected. But throughout it was all very interesting, and there was no doubt that the assembly was a gathering of earnest men—men who knew what they were there for—who knew what they wanted, and who knew how to get what they were after.

It is but natural therefore that in their deliberations they produced results, and it is safe to say that these results will show their effects upon the teaming trade of the future.

The meeting came together on the morning of Monday, June 20, and the Hotel Sinton in Cincinnati was the scene of the gathering. First Vice President Schroeder of the Cincinnati Team

Owners' Association called the assembled guests, ladies and men, to order, and then introduced the Honorable Dr. Schwab, the mayor of the city, who made the address of welcome. The mayor is a plain, homely speaking man, who used no rhetorical flourishes in his speech and as a result he retained the closest attention throughout. He spoke to his audience about subjects they knew and in a language which all could understand. He spoke of the splendid city, whose guests they were, and he told them how welcome they were. He spoke of the hospitality of the people, their cordiality, their generosity and openheartedness. And then he spoke of the delicious drinking water of Cincinnati and how it was secured. This surprised some, who had often heard of Cincinnati beer, but never of Cincinnati water. And then he spoke of the streets and their relationship to transportation, and he was loudly applauded when he announced that in the hundreds of miles of streets only about seven of them were paved with wooden blocks. He also spoke of the horse and the automobile; in fact he forgot nothing that he thought might interest his hearers, and, when he closed, the applause was evidently as sincere as it was spontaneous.

President Hupp Tevis, on behalf of The National Team Owners' Association, thanked his honor for the cordial welcome in a few well-chosen remarks, whereupon Mr. McCarthy of New York offered a resolution to give his honor the mayor a rising vote of thanks, which was responded to with a will.

This scene had been enacted in the large assembly room of the hotel, and it was now decided to

THE TEAM OWNERS REVIEW.

adjourn to a smaller hall, in which President Tevis immediately called the delegates to order.

Upon calling the roll of the associations represented, the following were responded to:

New York Team Owners' Association, St. Louis Team Owners' Association, Kansas City Team Owners' Association, Philadelphia Team Owners' Protective Association, Cincinnati Team Owners' Association, Springfield (Mass.) Team Owners' Association, Buffalo Trucking Association, Dubuque (Iowa) Team Owners' Association, Chicago Commission Team Owners' Association, Minneapolis Draymen's Protective Association, Albany Team Owners' Association, Boston Furniture and Piano Movers' Association, Chicago Team Owners' Association, Cleveland Team Owners' Club, Holyoke (Mass.) Team Owners' Association, Rochester Team Owners' Association, Mercer County Team Owners' Association of Trenton, N. J.; Youngstown Team Owners' Association, Quincy Team Owners' Association, Queen City Team Owners' Association of Buffalo, N. Y.; Milwaukee Team Owners' Association, Houston, Tex.; New London, Conn.; Leominster, Mass.

President Hupp Tevis then appointed the following committee on credentials: W. J. Colahan, Chicago, Ill.; C. J. McDermott, Philadelphia; G. R. Jansen, St. Louis; W. C. McCarthy, Milwaukee, and Ephraim Scherer, Buffalo, who at once set to work receiving the credentials from the delegates and recorded the names of their alternates. The roll-call of the delegates and alternates having been satisfactorily adjusted the president announced the following committees:

Committee on Resolutions—W. H. Fay, Cleveland; Charles Farrell, Philadelphia; W. J. McDevitt, Cincinnati; Lester Parker, Albany, and Charles M. Moses, Trenton.

Committee on Audit—J. H. Wilks, New York; E. E. Firth, Dubuque; Theodore Gabrylowitz, Philadelphia; W. C. Stanchfield, Minneapolis; D. F. Bennington, Cleveland.

Committee on Constitution—T. J. Cavanagh, Chicago; Hugh C. Moore, Philadelphia; T. F. McCarthy, New York; D. A. Morr, Kansas City; S. J. Westheimer, Houston, Tex.

Committee on Convention—Charles Schroeder, Cincinnati; A. J. Kuepfert, St. Louis; H. H. Chamberlin, Minneapolis; M. Doyle, Philadelphia; H. P. Guhl, Buffalo.

After the committees had been appointed and the president advised them to organize and begin their work some one suggested an adjournment, evidently on account of the heat, which was certainly pretty strong—but McCarthy of New York offered a resolution to receive the reports of the officers, and, the majority agreeing with that, President Hupp Tevis read his report as follows:

THE PRESIDENT'S REPORT.

"In submitting this report I do it fully conscious that I have not accomplished as much during the year now closing as I had desired, but I feel that our past year has been a busy one for the National Team Owners' Association, and perhaps more has been done in service than some of our members realize.

"During the year now closing I have written over 800 letters and have traveled over 9,000 miles in the interest of the National Association, having visited the following cities: Kansas City, Chicago, Cincinnati, Cleveland, Columbus, Dayton, Buffalo, Rochester, Albany, Troy, Springfield, Holyoke, Boston, Hartford, New Haven, New Britain, New York, Trenton, Philadelphia and Pittsburgh, and I believe that some good will result from these visits, and I recommend that a vigorous campaign be carried on in future and every effort be put forth to acquaint the National Team Owners, all over the country, with the fact that a National Team Owners' Association exists and that it will be for their benefit to become acquainted with the benefits that can accrue from a large, strong, active membership.

"But to do this work requires money sufficient to carry it on properly. This does not require a large amount and ought to be provided readily, and I see no better way of raising it than by a per capita tax, or some way that will be equitable to all. I do not favor advertising or extension fund schemes because the work is too unequally distributed and the raising of funds by any other than legitimate efforts simply places our most active working members under obligations to those who have patronized them and are themselves liable to be called on in future, at various times, to contribute to enterprises that are being promoted by those who have favored them in the past.

"I would suggest that we all be prompt and deferential in answering any communication or letter that any other member may be disposed to favor us with. It makes our association strong to learn that we can carry on an interchange of business or correspondence that can be of great value to our members.

"Now, I am not offering these suggestions without cause, and you will agree with me when I say that, I have written to some members of our board of directors, who never answered my letters. No doubt some of you gentlemen recognize your photograph when I make this statement. You are all entitled to any information, as individuals, that we all possess collectively and I hope you will, as individuals, use every avenue or resource we all possess, for information.

"In closing this report I cannot commend too highly the active, helpful manner in which I was

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aided by my associates, Messrs. Goldberg, Martin and Bancroft, and together with them I desire to thank you all for any assistance you have rendered in behalf of the National Team Owners' Association, and for the uniform courtesy you have all shown me upon all occasions, and I recommend now that this convention proceed to put in motion (through committees or officers fully empowered to act) efforts to handle such legislation as will be necessary to pass bills, both state and national, that will benefit team owners at large, and let us realize from this day on that we are no longer an infant body, but a robust organization and should proceed with our work strenuously."

The president's remarks were received with considerable expressions of approval and it was moved to have it spread in full upon the minutes.

When First Vice President Isaac Goldberg was asked for a report he replied that it never had been customary for the first vice president to do so. He said that he had acted always in conjunction with the president, and that he felt great pleasure in having been able to do so. He felt that good results were bound to follow from the energetic efforts of the president, and if they did not show as soon as they would like to it was mainly due to the selfishness of individuals. Mr. Goldberg here announced that he expected to read a paper on the next day, which he had prepared, and he did not wish to say any more now, because he would be repeating himself.

A report was then called for from Second Vice President W. D. Quimby; but as he was not in attendance the secretary, W. T. Bancroft, of Kansas City, read his report, as follows:

THE SECRETARY'S REPORT.

"For the past 12 months I have had the honor of holding the position as your secretary. I have tried to keep in close touch with the various secretaries and officers of this association. I regret more than any man upon this floor that my report cannot be such as to arouse your enthusiasm to a degree before unheard of in these conventions. I shall present to you the facts in the hope that it may arouse in your breast that spark of loyalty to your brother team owners that shall develop into a flame more fierce and uncontrollable than ever before.

"This National Association is stronger today than ever in its history. It is true there are many things yet to be accomplished before we shall be satisfied, but the permanency of this body is now established. The excavation for the foundation which you are here to build has been prepared. I shall give to you a few conditions as they exist and shall submit the incidents as they have transpired in the office, and for your earnest con-

sideration a few recommendations. First, I wish to especially thank those officers and members who have advised with and are largely responsible for any betterments or permanent improvements which may be apparent in our association today. The advice and counsel of these members has been invaluable to me and I beseech their earnest co-operation for this association in the future as in the past.

MEMBERSHIP.

This of course is of the most vital importance and I am happy to report that, based on the roll of membership of 1909, our increase has been about 150 new members. There have been three new associations formed during the past year, two of which are prosperous and growing, the other will need nursing and attention before becoming a self-supporting and energetic body. One of the first things done by your present officers was to offer prizes for increased membership in the various associations. I am sorry to report that the interest shown in this proposition by the various associations was a disappointment to your officers. The responses to this appeal were so few that your officers were led to believe it was best to at least defer the matter for your consideration. I wish to say, however, that I believe something along these lines would be a good thing and perhaps if this convention would arrange for and start some such movement it would be more successful, and I heartily recommend this for your consideration. A more earnest effort upon the part of our various associations to increase their membership will be of material benefit to the National Association and would strengthen the local associations and place them in better position to protect their members and reap the many benefits to be derived locally. I am firmly of the opinion and would recommend that our various associations broaden their scope of usefulness by broadening their by-laws. I find that some of our associations confine their membership to transfer companies and heavy haulers, while the more prosperous associations are those who enlist in the work men and firms that are interested in good roads, good streets and good government of local conditions. I am firmly of the opinion if we would see our associations grow to the satisfaction of all, we must enlist in our ranks all good people who are in any way interested in the horse or the betterment of conditions under which they work.

FINANCES.

"A careful perusal of the treasurer's report will convince you that the association has been run along conservative lines. It would, of course, be useless to try to build an association that would be of any benefit to its members without

THE TEAM OWNERS REVIEW.

money. There is no other way to raise money for the support of this body except by a per-capita tax, or through some scheme or side issue which may be devised, but no matter what the scheme or method, the facts remain that a per-capita is the only fair and equitable manner in which to raise sufficient funds to carry on our work, for outside of the per-capita tax, no matter what the scheme, the burden falls upon our membership and is not always evenly divided. This, in my opinion, is not as it should be. Recognizing the fact that we must pay for the many benefits we receive through this association, the burden of this payment should be evenly distributed among our membership, one paying no more than another, and the only way to arrange that is by a per-capita tax. I would recommend that the expenses of this association for the coming year be estimated and that the per-capita tax be placed at an amount that would cover the same. Based upon the actual membership as shown by the books of the treasurer.

"I would recommend the purchase of a typewriter for the secretary's office, as I am quite sure one can be bought at an expense not to exceed three years' rental, and I presume for much less.

"I beg to call your attention to the following items emanating from this office during the past year:

"Printing and distributing the proceedings of the last convention, held in Boston, a copy of which each delegate to this convention has been furnished.

"Preparing and distributing circulars pertaining to the association.

"Printing and distributing the revised Constitution and By-laws.

"Preparing and distributing membership rolls; per-capita tax reports; application cards, and traveling cards.

"In reference to the application cards, I would recommend that this association insist upon each local association securing their application cards through this office. The most important reason therefore is that the locals secure a uniform card and it gives the National Association a small revenue without extra burden to the members. With the same thought in mind and for the same reason, I further recommend that all supplies of the local associations be bought of the National Association. Minute books, warrant books, treasurer's books, receipt books, etc., and any other books necessary for the proper conduct of the business of a local association.

DIRECTORS.

"I wish to call your attention to the Board of Directors that is now provided for in the consti-

tution and especially to the fact that two meetings are provided for in any one year. This I believe to be an added burden to our membership and I recommend for your consideration the changing of said constitution so as to provide for but one meeting of the board, except upon the call of the president, and I further recommend that the meeting provided for one day previous to the convention be the one dispensed with.

BOSTON STICKERS.

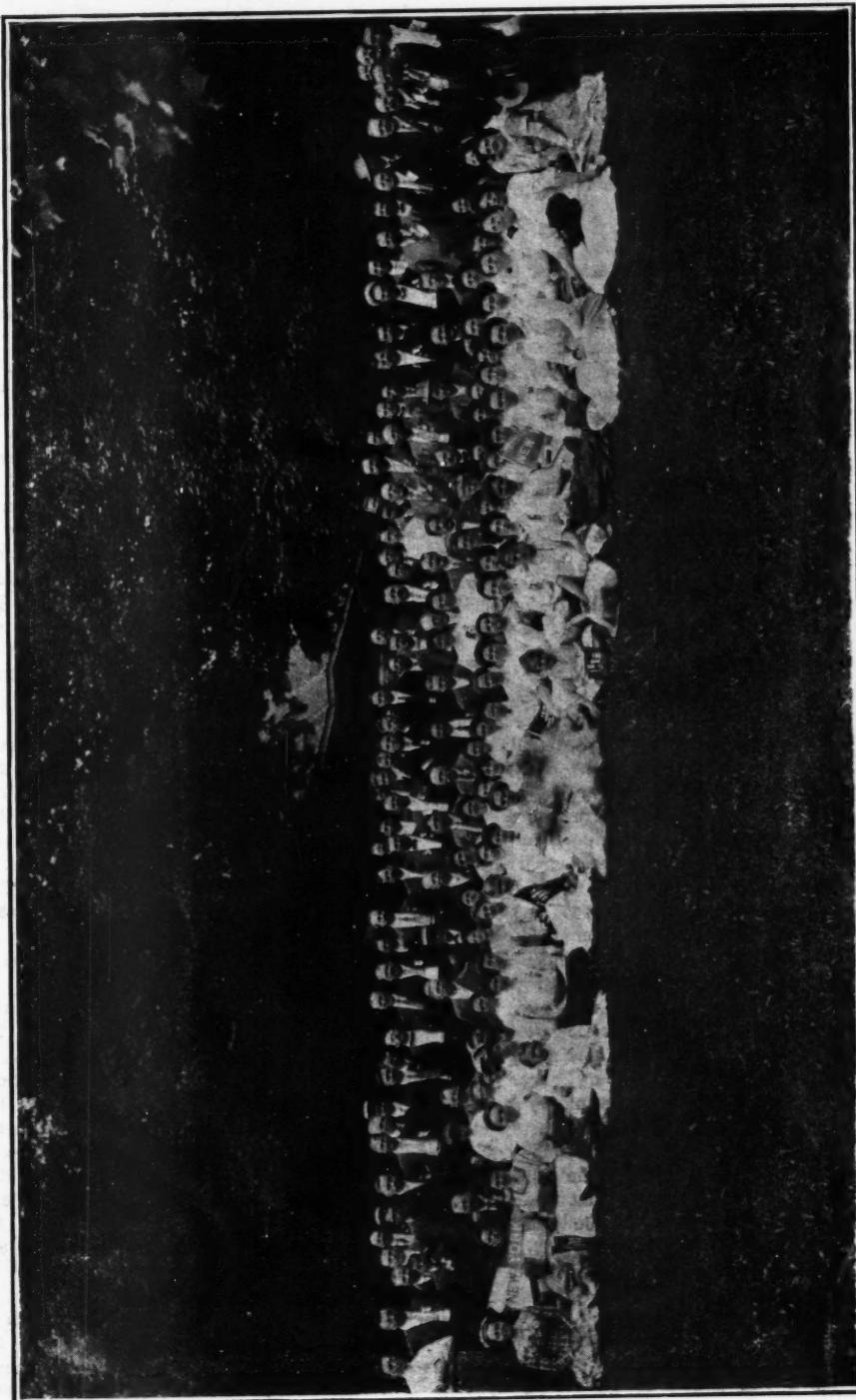
"On page 134 of the proceedings of 1909 you will find where the National Association, after some debate, ordered this body to furnish, on demand, the stickers. Upon inquiry from this office we found but three associations who asked for the stickers. One was St. Louis, one Cleveland and the other Boston. St. Louis ordered 1,000, Cleveland 1,000 and Boston ordered 1,000,000. Upon inquiry we found the price to be 55 cents per thousand. This would necessitate an expenditure of not less than \$550, besides freight and express charges in distributing the same. I immediately wrote the president and recommended that we hold the matter in abeyance until further instructed by this body, as to spend that amount of money on a proposition that did not seem to appeal very strongly to the members was, I considered, unreasonable. I favored the stickers at the last convention and I am still of the same opinion. When I voted for this proposition it was my thought that the stickers would cost but little and that there would be but few used. I am investigating the matter some and having in mind one member, who, if he used these stickers upon all packages shipped by the firm he hauls for, it would take at least three boys at \$1.50 per day to place them, and I am quite sure no one of us would go to that additional expense. The proposition is still in the same position and I would recommend that in lots not to exceed 1,000 in any one year, the National furnish them as always provided for, but for additional orders, a small charge be made at least to cover the actual cost of the same to the National.

EMBLEM.

During the year some discussion in reference to an emblem for this association has been had. A sample button you will find in the lapel of the president's and secretary's coat. I still recommend some such design, and would ask the delegates and guests to examine these designs and see if they meet with their approval.

TEAM OWNERS' REVIEW.

"The Team Owners' Review has been, and no doubt will remain the largest asset this association has ever had. There is no calculating the amount of good this well-edited and bright little



DELEGATES AND GUESTS CINCINNATI CONVENTION 1910.

THE TEAM OWNERS REVIEW.

paper has done for our association, and I strongly recommend that each member be urged to become one of its many subscribers. Its columns always open to a free discussion of all subjects that are dear to the team owners should be more plentifully used. Its conservative policies and intellectual features should be warmly endorsed by this convention and if possible a more loyal support be given.

SUPPLIES.

"We have a small stock of supplies on hand, consisting of:

"Constitution and By-laws, per-capita tax reports, blank roll of membership, application cards, traveling cards, carbon paper, copying paper, envelopes and letterheads, individual applications, applications for charters.

OFFICE.

"There has been no expense for office rent, as I prepared and have devoted the third floor of my residence for this purpose with the thought in mind of reducing our expense. This arrangement has suited my convenience as well as proving perfectly satisfactory to all of the officers and members who have called during the year.

EXTENSION FUND.

"At the Board of Directors' meeting in Cleveland, Ohio, January 10, 1910, the directors adopted a plan to raise money for the National Association, namely, the extension fund. At the meeting of the executive committee and officers held immediately after the Board of Directors' meeting, the details were left to the president and myself and we were instructed to proceed at once. This we did, explaining the proposition to the members the best we knew how. That the results have not been all expected is no fault of your officers. Like any other proposition, the results depended upon the individual members. At this writing it looks as though the members had not responded to the call as well as expected. Your officers thought every member would have taken one book, but, as stated above, under the head of finances, any scheme or proposition to raise money for the National is unfair for the reason that a few members must respond and do more than their share. I cannot say, at this writing, what the results will be. I only hope and pray that the National will be the gainer, and if all had done their share as Philadelphia, New York, Buffalo, St. Louis, Kansas City and some others, the result would not have been in doubt.

RATES TO CONVENTION.

"After correspondence with the various passenger agents I was unable to secure any special rate for this convention.

DIRECTORY.

"The directory is off the press and it speaks for itself. It will, I believe, become a very valuable book to our members. With a little effort it can be made a self-supporting proposition, without making it an advertising proposition altogether.

CONCLUSION.

"None but my personal friends know of the many hours devoted to your work but, in the main, they have been hours of pleasure, for I knew I was doing the best I could for all our members, and now that my term is drawing to a close I have none but the very best wishes for this association and its members."

The reading of the secretary's report was received with tremendous applause. It had been so many years since the convention had been honored with a similar document, so as to render this innovation quite refreshing. Mr. Probst of Chicago seemed to voice the sentiment of almost everybody, when he moved that a sufficient number of copies be immediately made of the report and be distributed among the delegates before the convention was adjourned. After a considerable amount of discussion, which at certain periods grew quite acrimonious, the resolution of Mr. Probst finally prevailed, and the convention adjourned, to indulge in a well-deserved lunch.

AFTERNOON'S SESSION—MONDAY.

When President Tevis called the delegates to order in the afternoon he requested the secretary to read two letters which had been received since the convention opened. One of them was from the Judson Freight Forwarding Co., of Chicago, and the other from Mr. W. L. Hinds, the president of the Merchants' Transfer & Storage Co., of Des Moines, Ia. Both of these correspondents wished the convention good luck and success, while Mr. Hinds also expressed his regret because he could not attend the meeting.

Mr. Breen of Boston now requested that the correspondence from the Boston Master Teamsters' Association be read to the delegates, so as to make it clear to them why the association had resigned from the National body. It developed that the Boston association had been compelled to take the step as a means of economy. A lengthy discussion was held, and it was finally resolved that the president appoint a committee to take up with the Boston Master Teamsters' Association this matter, with a view of having the resignation rescinded.

President Tevis called for the report from special committees. This brought forth some very interesting documents from Messrs. Newby of Kansas City, W. H. Fay of Cleveland and T. F. McCarthy of New York. Mr. Newby, as the chairman, read the following report:

FARCY GLANDERS.

"In explaining our investigations will say that (quoted from United States authority) glanders was first imported into America at the close of the eighteenth century. Transmission occurs by direct contact of the discharge of a glandered animal with the tissues of a sound one, either on the exterior, when swallowed, mixed with food, into the digestive tract or when dried and inhaled as dust.

"We mailed over 1,000 letters, asking nine questions and received 86 replies from the following cities: Boston, Mass., 1; Buffalo, N. Y., 7; Cincinnati, O., 3; Cleveland, O., 1; Chicago, Ill., 7; Dubuque, Ia., 1; Des Moines, Ia., 1; Denver, Col., 1; Holyoke, Mass., 5; Kansas City, Mo., 16; Minneapolis, Minn., 4; New York, N. Y., 14; Philadelphia, Pa., 6; Providence, R. I., 5; St. Louis, Mo., 14.

"The following is a list of questions and the answers, to wit:

"No. 1. Are you satisfied with the present laws giving state authority supervision? Yes, 33; noes, 48; noes having a majority of 15.

"No. 2. Do you favor Federal law control, through the bureau of animal industry? Yes, 68; noes, 12; a majority for the ayes of 56.

"No. 3. Do you favor state law control only? Yes, 25; no, 54; a majority of noes by 29.

"No. 4. Are you in favor of all horses and mules which show symptoms of glanders or farcy being killed immediately? Yes, 64; no, 20. A majority for the ayes of 45.

"No. 5. Should the value of horses and mules be ascertained by appraisement? Yes, 76; noes, 7. Majority for the ayes of 69.

"No. 6. Are you in favor of quarantine stations? Yes, 68; noes, 17. Majority for the ayes 51.

"No. 7. Are you in favor of maximum amount? Yes, 51; noes 34. Majority for ayes, 17.

"No. 8. Please state maximum amount. One-half appraised value to full value of the animal.

"No. 9. Are you in favor of paying market value? Yes, 55; noes, 27. Majority for ayes 28.

"Question No. 1. It is plainly shown by a majority of replies of our members that the horse and mule owner is against state authority supervision and we recommend that this convention take such steps as may be necessary to comply with the voice of our members as here-with expressed.

"Question No. 2. After a careful consideration, your committee would recommend that this convention endorse this proposition, and we further recommend that this association take such steps as may be necessary to have enacted such laws

as will have the carrying out of the wish of the majority of our members and the recommendation of this committee.

"Question No. 3. The majority of replies to this question plainly show that our members are not satisfied with the state law control only and your committee heartily endorses the majority of the replies and recommends that action be taken to conform therewith.

"Question No. 4. This question your committee considers the most vital of all questions asked. And, after careful thought, based on past experience and investigation by authorities of various veterinary associations, we are led to believe that in order to thoroughly eradicate this dreadful disease this body should endorse the views as expressed by the majority of answers to this question and such laws be recommended as will tend toward the carrying out of the wish expressed.

"Question No. 5. The majority of answers to this question meet with the hearty approval of your committee, as we feel that it is the only just and equitable way for all concerned, and we recommend that this body endorse the same and use their best efforts to have a law enacted in conformity therewith.

"Question No. 6. A most vital question and one that your committee believes was not given the careful consideration that it deserved by our members.

"We are led to believe this from the answers to question No. 4, where the majority of answers were in favor of all horses and mules being killed immediately. We quote from Diseases of the Horse, issued by the Department of Agriculture. 'It is probable that some horses may recover from Glanders if the infection is slight, but it will not yet do to depend upon this, excepting under the most stringent Veterinary Supervision.'

"Your committee cannot concur with the majority of answers to this question, and would recommend that no provision be made for a quarantine station, rather believing that horses and mules with symptoms of glanders or farcy be immediately disposed of by being killed, and we further recommend that this body take such action as may conform therewith.

"Question No. 8. The answers to this question are plain to your committee that the appraisement and value should be left to a board of appraisement.

"We are led to this conclusion by the wide difference between the views expressed; viz., from one-half appraised value to full value of animals.

We, therefore, recommend that this body take such action as will conform with our views upon Questions 7 and 9 hereby expressed.

"Question No. 9. Your committee takes the same view of this question as the majority of the answers indicate. We are led to this conclusion because we feel that it is the only fair way for all concerned; we finally believe that a law providing for an unbiased board of appraisal will provide against all contingencies, and we recommend that this body take such action as will conform with these views expressed.

"In conclusion, your committee begs to say: The interest shown in this most vital of questions to the team owners has not been what your committee expected. We are sorely disappointed in the number of replies received, but we take a great deal of satisfaction from the wide scope of territory covered in the replies.

"Your committee would recommend that, after such changes as this honorable body may suggest, that a committee be appointed to draft a universal law and present the same to Congress, and that this committee have power to take full charge of and carry out the will of this convention, that they may call upon any and all officers and members for such assistance as may be necessary."

The reading of this report was carefully followed and created much attention and interest. All the recommendations of the committee were adopted and it was given power to act further in the matter until it was brought to a satisfactory conclusion.

In this connection Mr. McCarthy offered the following recommendations, which were also adopted:

REPORT OF GLANDERS' COMMITTEE.

"Whereas, It has been demonstrated by the committee on glanders of this association through an exhaustive investigation, that the noonday meal of the horse by means of the nose-bag is not only deleterious to the horse's health, but also contributes largely to the breeding of glanders:

"Be It Resolved, That it is the sense of this association that the nose-bag is a dangerous and useless article and should be abolished."

Submitted by,

J. D. NEWBY, Kansas, Chairman;
W. H. FAY, Cleveland;
THOS. F. McCARTHY, New York,
Committee on Glanders.

"Whereas, It has been conclusively proven to the committee on glanders of this association,

that many of the blacksmiths' shops are places where glanders are frequently transmitted to horses, it is

"Resolved, That the secretary of this association be instructed to communicate with the various boards of health in the several states of the Union and call their attention to this fact with the request that inspectors be instructed to visit all blacksmith shops in their districts and inspect them for the discovery and extermination of the germs of this disease."

Submitted by,

J. D. NEWBY, Kansas, Chairman;
W. H. FAY, Cleveland;
THOS. F. McCARTHY, New York,
Committee on Glanders.

"Whereas, There is a difference of opinion on the utility of public drinking fountains and water troughs, it is

"Resolved, That the committee on glanders be instructed to investigate to what extent, if any, the public fountain and drinking troughs are responsible for the dissemination of that disease; and, if necessary, to employ the most eminent veterinaries in this country or Europe for this purpose."

Submitted by,

J. D. NEWBY, Kansas, Chairman;
W. H. FAY, Cleveland;
THOS. F. McCARTHY, New York,
Committee on Glanders.

"Resolved, That it is the sense of this association, that horses, which have become inserviceable, either through age or disease, be not sold, but humanely destroyed, as a sure means of maintaining a high standard in the quality of their stock and also aiding greatly in the elimination of dangerous diseases, it having been demonstrated by eminent authorities to the satisfaction of this body that most of the contagious diseases, especially glanders, are more readily affected by aged animals than any other."

Submitted by,

J. D. NEWBY, Kansas, Chairman;
W. H. FAY, Cleveland;
THOS. F. McCARTHY, New York,
Committee on Glanders.

TUESDAY MORNING SESSION.

The subject of Glanders was not concluded until after the opening of the second day's session, when W. H. Fay of Cleveland, the third member of the committee, presented a paper on that subject, and Dr. H. J. Johnson of Cincinnati also made an address referring to the matter.

Mr. Fay then read his address:

EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY

FARCY AND GLANDERS.

The problem which the team owners have to meet in dealing with farcy and glanders is rather perplexing. The team owners will agree that the task of treating this subject of farcy and glanders is somewhat difficult. However, it may not be amiss to give a few suggestions and a few facts concerning this dreadful disease of horses. The matter in this paper is discussed merely to cast some light upon this subject and to present some views of it that may be of help to the team owners and that may cause them to modify their opinions upon the subject and, perhaps, that may cause them to ease the solution of the problem.

In the first place, according to all reports, farcy and glanders is an incurable disease. Before discussing this fact, it may be a good plan to note some of the causes of this disease. The primary cause is not clearly understood. However, old age, hard debilitating work, improper nourishment, being kept in illy ventilated and in badly drained stables, and being overcrowded in confined quarters, seem to favor the development of the poison. Now, all veterinarians and all authorities on this subject agree with the statement that to tamper with farcy and glanders is practically useless. The symptoms may be mitigated by tonics and by other careful treatments, but may rarely be cured; indeed, they can never be cured. According to the most recent report of the Department of Agriculture, almost the entire list of drugs in the pharmacopoeia has been tested in the treatment of glanders. Good, cool, well-ventilated, hygienic surroundings, good food, with alteratives and tonics, frequently ameliorate the symptoms and often do to such an extent that the animal diseased would pass the examination of an expert as a perfectly sound animal; but, while in this case the number of nodules of the lungs, which are invariably there, may be so few as not to cause sufficient disturbance in the respiration as to attract the attention of the examiner, they exist, and will remain there indefinitely, with the constant possibility of a return of acute symptoms.

It is probable that some horses may recover from glanders if the infection is slight. However, it will not do to depend upon this exception under the most stringent veterinary supervision. With good care, food and surroundings and with little work, an animal affected with glanders may live for months, or even for years, in an apparent state of perfect health, but with the first deprivation of food, with a few days of severe, hard work, with exposure to cold or with the attack of simple fever or inflammatory trouble from other causes, the latent seeds of the disease break

out and develop the trouble again in an acute form. One could go on and discuss, at length, the fact that this disease of farcy and glanders is fatal. However, it is a well-known fact that may be taken for granted that it can never be cured. When it gets a hold upon a horse it never ceases, but continues to spread with effect, until it has finally brought death to the animal.

Since the disease is incurable, what should be done with horses affected with it? Should they be isolated from other animals, kept in quarantine stations, or should they be destroyed?

Horses diseased with farcy and glanders should be killed. If they are not killed what can be done to prevent this disease from spreading? Knowing that this disease is communicable to human beings, do you not think that every thing possible should be done to render it harmless? However, if a horse shows symptoms of farcy and glanders, do not immediately call a policeman to come to shoot it, for other diseases in the beginning stages have somewhat the same symptoms.

For example, chronic catarrh may be known by a discharge from the nostrils, a discharge that affects only the lining membrane of the nose; and there may be also enlargement of the glands and debility, so that it is sometimes difficult to distinguish one from the other during the early stages of glanders. Then again, ulcerated teeth may produce the same symptoms of discharge from the nose of a very offensive character, which may be taken for glanders; but when there are the characteristic symptoms of glanders, it is very important to look closely to the condition of the teeth, also, to notice if there is any enlargement or ulcerous secretion in the neighborhood, which may extend into the nasal cavity. When the horse is valuable, to find out whether it is diseased with farcy and glanders, inoculate some of the virus into a worthless horse, which will soon prove your case. It is best, then, not to kill the horse immediately. However, the horse should be isolated at once from his companions and medical advice should be sought from some competent veterinarian.

Furthermore, let us consider how this dangerous and formidable disease might be spread. First consider the damage that might follow having a diseased horse at any public stable. Many horses would catch the disease from feeding and drinking from the same troughs and buckets impregnated with the saliva of farcy and glandered horses; also, from being placed in the immediate neighborhood and being worked on the same wagon. Dried or fresh discharges might be collected from the infected animal when cleaning, harnessing or feeding. They might be carried to other animals, by hands, clothing, teeth of curycombs, sponges, bridles and halters. In every

THE TEAM OWNERS REVIEW.

stable it is very dangerous to keep such a diseased horse. Ask again what is the best means to prevent the spread of this disease and you will probably say, "Kill all horses known to be affected with farcy and glanders."

Next we may ask what reward should the owner receive if any of his horses are killed because of this disease.

In all civilized countries, with the exception of some of the states in the United States, the laws are most stringent regarding the prompt declaration on the part of the owner and the attending veterinarian at the first suspicion of a case of glanders, and they allow an indemnity for the animal. When this is done, in all cases the animal is destroyed and the articles with which it has been in contact are thoroughly disinfected. When the attendants have attempted to hide the presence of the disease in a community, punishment is meted to the owner, to the attending veterinarian, or to the other responsible parties. Several states have passed excellent laws in regard to glanders, but these laws are not always carried out with the rigidity with which they should be. The disease is very prevalent in Massachusetts, in New York city, and in some of the western states. It has been almost completely eradicated in Pennsylvania and from several other states. It has been said that many jockeys make it a business of trading horses diseased with farcy and glanders by "fixing them up" and by cleansing their nostrils and "selling them off." Such villainous practices cannot be too severely condemned as a crime, which should be promptly punished to the full extent of the law.

It may be fitting to find out how laws of certain states treat this subject. For example, the state of Ohio has laws fining the owner who does not properly dispose of such diseased animals. Furthermore, in case such animals are ordered to be killed, this state has laws causing the animal to be appraised. These laws are quoted from "Bate's Annotated Ohio Statutes." They were passed by the Senate and by the House of Representatives on April 16, 1888.

"Firstly—Any person owning or having in his charge any horse, mule or ass that he knows or has reason to believe is affected with the disease known as farcy and glanders, or that has been adjudged to be so affected by the State Board of Live Stock Commissioners, upon a report made to a competent veterinary surgeon, in their employ, after a careful examination of such animal, who shall sell or otherwise dispose of, or secrete the same, or shall fail to keep such animal securely isolated so that contact with other horses, mules or asses shall not be possible, shall, upon conviction of either of said offenses, be fined in any sum not exceeding \$500, and shall, moreover,

be liable for all damages sustained by reason of same.

"Secondly—In case the live stock commissioners shall order the destruction of any animal affected with glanders or farcy in the chronic stage of the disease, which may be adjudged capable of rendering some service, the board may cause the animal to be appraised, and order such compensation to be paid out on the order of the live stock commissioners on the warrants of the auditors of state out of any funds in the treasury to the credit of the live stock commissioners as in the judgment of commissioners may be just, not exceeding its cash value; provided, the horse was not diseased when it passed into possession of the owner.

After discussing this subject we have tried to show that this disease is incurable, that all horses affected with it should be killed and that the owner who has a horse destroyed because of this disease is entitled to an indemnity. Therefore, in conclusion, it is safe to say that the team owners should do everything in their power to have such laws made and enforced in every state in the Union. To do this we think is the best solution to offer for properly dealing with farcy and glanders.

President Tevis now made the announcement, that Mr. Isaac Goldberg, first vice president of the association, would make an address to the members upon the subject of the National Association. This announcement was received with an outburst of applause, the enthusiasm of which has been rarely tendered to any member of the association. Mr. Goldberg's address follows:

MR. GOLDBERG'S ADDRESS.

"I am to speak to you upon the subject of the 'National Team Owners' Association' and particularly upon the necessity of such an organization, and with the hope that I may increase your interest in it; and suggest some means of making it more of a factor in the teaming business than it is at present.

"An association, like the National Team Owners' Association, or any one of the large commercial organizations, is not organized for the entertainment of its members nor without some substantial reason. If we study any such association, we will find, without exception, that it owes its existence to definite conditions in an industry, which require correction and cannot be remedied by the individual. It will also be usually found that it follows in the wake of some other organization formed to accomplish objects which affect the business interests of those composing the membership of the newer organization.

"Organization is the most potent factor in our modern industrial development. It is the most

striking characteristic which distinguishes modern methods of business from those pursued in the past. We meet it in all large, and even small, industrial undertakings. Its development is the history of commercial evolution.

"First, we have the individual carrying on a small business, doing most of its work himself and employing one man or a few men, who do not intend to remain employes, but expect eventually to become proprietors of their own business. Next, we find two proprietors forming a partnership to conduct, with larger capital and a greater number of employes, as one industry, the two industries each has conducted separately. We find the business of the partnership has established a reputation and acquired a good will, often its most valuable asset, which upon the death of one or both of the partners will be destroyed, or we find that the business has increased to such an extent that it requires more capital to conduct it, than the partners control. In either contingency the proprietors begin to devise ways and means whereby the business can be kept intact in the event of their death; or persons induced to invest capital in the business, who do not care to become identified with its management. Here we find the corporation and its later development the trust and combinations, and all the other incidents of highly organized business so familiar to us all.

"This is a brief and crude summary of the conditions involved in the development of modern business well known to you all. I bring these to your attention, not to enlighten you on a subject of which you are as well informed as myself, but for the specific purpose of showing you, that in the evolution of business, the individual has been gradually, but surely, submerged in the great corporate combination. Now, if this is true of business in general, it is especially true of the commercial interests, with which the team owner comes in contact in the transaction of his business.

"Just stop and consider the status of the individual team owner today in the business world. He is confronted with the railroad companies. Here is a business where organized and corporate management has reached its highest development. Aside from the magnitude of their business and the national, as distinguished from the local, character of their organizations, railroads are members of the associations organized to maintain, throughout the United States, remunerative charges for transportation and uniform methods of transportation, and to protect their members against unfair conditions which may be imposed

upon them by public authorities or individuals. 'The Official Guide of the Railways and Steam Navigation Lines' contains the names of 191 railroad associations. In these associations substantially every department of the transportation business is represented.

"Let us suppose that one of these associations issues an order regulating the methods of handling freight, an order which may impose unfair and oppressive conditions on the team owner; and then let us imagine the individual team owner attempting to correct these conditions. Is it necessary for me to tell you whether he will succeed or fail?

"Now let us turn to the shipper, and what do we find that he is doing? Almost, without exception, the shipper, whether he is a manufacturer or distributor, is a corporation with capital at its command, frequently maintaining branches in other cities, engaged in a business in which competition is keen, and a saving in the item of cartage often determines the selling price of its wares. He is a member of a merchant association or a chamber of commerce in his home town and of a national organization like the National Association of Manufacturers. Each of these organizations is formed to protect the commercial interest of its members and to obtain for them conditions which, acting as individuals, they could not possibly secure.

TEAMSTERS ORGANIZE.

"Last, but not least by any means, the employes of the team owner have found it necessary to organize their association. In the larger towns and in cities he is a member of a local teamster's lodge, which is represented in a district council, federated union, and State Federation of Labor, and as one of many local unions organized in the towns and cities of the United States, goes to form the International Brotherhood of Teamsters. The brotherhood and its local lodges attempt to dictate to the team owner the amount of wages he shall pay his drivers, the number of hours he shall work them, and as to other conditions of employment. They raise wages without regard to the ability of the team owner to obtain an advance for his services from the shippers. They employ agents to enforce their demands, and through the united efforts of their members are frequently able to force upon the team owner conditions oppressive and only possible through organization. The teamsters believe in organization, and demonstrate their faith in it by contributing to a national fund for the support of their fellow members while on strike, to enforce

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THE TEAM OWNERS REVIEW.

OFFICIAL PUBLICATION OF
THE NATIONAL TEAM OWNERS ASSOCIATION
AND
AMERICAN TRANSFERMEN'S ASSOCIATION.

PUBLISHED ONCE A MONTH

AT

705 RENSHAW BUILDING,
PITTSBURG, PA.

BY

THE CONSOLIDATED PUBLISHING COMPANY, INC.

ERNEST H. HEINRICH.....PRESIDENT-EDITOR.
S. ZINEMEISTER.....SECRETARY.
W. D. QUIMBY,.....NEW ENGLAND REPRESENTATIVE.
79 Portland St., Boston.

Entered as Second Class Matter at the Pittsburgh Post Office.

THE TEAM OWNERS REVIEW is published in the interest of the men and companies who are engaged in what may be comprehensively called "the Trade of Teaming," to which belong Transfer Companies, Express Companies, Truckmen, Carters, Hauling Companies, Liv-
ery Stable Owners, etc., etc.

TERMS OF SUBSCRIPTION.

In the United States or Dominion of Canada, \$1.00 per year, which is payable in advance.

To Foreign Countries, \$1.50 per year.

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THE TEAM OWNERS REVIEW,
PITTSBURG, PA.

Vol. IX

July, 1910.

No. 7.

THE TEAM OWNERS REVIEW feels, that by presenting to its readers in this issue, only a few days after the convention, a full report of the proceedings of that event, it has accomplished a journalistic feat, which will be greatly appreciated by everybody.

The report of the convention, of interest to every team owner throughout the country, is anxiously looked forward to, and, realizing this, THE TEAM OWNERS' REVIEW made a special effort to get a full and complete report in this issue.

Thus this paper is keeping up its record of giving to the teaming trade of this coun-

The National Team Owners' Association.

Officers:

Hupp Tevis, St. Louis.....President
Isaac Goldberg, New York City.....1st Vice President
W. H. Fay, Cleveland, O.....2nd Vice President
W. J. McDevitt, Cincinnati, O.....Treasurer
W. T. Bancroft, Kansas City.....Secretary

American Transfermen's Association.

Officers:

L. H. Adams, Portland, Ore.....President
J. C. Howell, Chattanooga, Tenn.....1st Vice Pres.
J. M. Dunn, Richmond, Va.....2nd Vice President
J. T. Sanderson, Colorado Springs, Col.....3d V. Pres.
W. A. Brown, St. Joseph, Mo.....Sec'y & Treas.

try all the latest and most important news of interest to them.

* * *

In the appointment of the committee on glanders, President Tevis made a very wise selection. Messrs. Newby, McCarthy and Fay presented a wealth of information on the subject, and presented some resolutions and recommendations based upon their investigations, that cannot help bringing about an eventual eradication of this disease; and if this is accomplished the committee as well as the National Team Owners Association, will have earned the gratitude of every horse owner in America.

* * *

Hupp Tevis, during his first administration as president of the National Team Owners Association, brought to that office honest and unremitting effort in the interest of his organization, from which benefits are bound to accrue; and it was a well deserved compliment on the part of the convention to retain him in office another year in order to give him an opportunity of completing the work he so ably and energetically began.

* * *

That address of Goldberg took the convention literally by storm. It was a masterful piece of work. Well thought out and well put together. Mr. Goldberg perhaps more than any other man, gives the subject of organization much and deep study, and the national organization is fortunate in obtaining

the fruits of his work wherever and whenever they are demanded.

* * *

From the reading of the secretary's report, it was evident to the convention, that the organization in that officer possesses a hard and earnest worker. His report was a complete analysis of the operation of his office during the entire year, and a more interesting document was never presented to any convention.

* * *

The Cincinnati Convention, the eighth in numerical order, we believe, will go down into history as one of the epoch making events in the development of the teaming trade of this country. Many matters fraught with the utmost importance and interest, were taken up, discussed and acted upon, which will show their real effects and import in the future.

THE NEW TREASURER

In selecting W. J. McDevitt, of Cincinnati, O., as the treasurer of The Team Owners' Association of America that organization has conferred a double honor. It has honored itself, because we believe Mr. McDevitt will make an excellent official in that post, and it has honored him because it reposes in him its trust and confidence. Beyond that, however, we feel it our duty to say that Mr. McDevitt is honored for having been considered worthy to follow in office such a man as his predecessor, the venerable and venerated Rollin G. Martin, of Buffalo. Mr. Martin has been the treasurer of the organization from its inception, and to extol in mere words his worth, his services, his work and his value would be like "carrying coke to Connellsburg." No man in the National Association is more deservedly popular, more beloved and more thought of, and we know it was only because the organization wished to accede to Mr. Martin's urgent request, that his name was not mentioned for re-election.

We feel that in the selection of Mr. McDevitt the association has been fortunate. He is a man who

stands very high with the men in his own association in Cincinnati, which has on various occasions conferred signal honors upon him. One of these was to make him general chairman of the last convention, and we believe that everyone



W. J. McDEVITT.

who was there is ready to testify that Mr. McDevitt certainly made good. And so we believe that he will make good as the custodian of the treasury, to the end of which he has our best wishes.

The Buffalo contingent was considerably augmented this time by representatives from the Queen City Team Owners' Association and they formed a very imposing delegation. They endeared themselves particularly to the souvenir hunters by presenting to the delegates and guests a scarf pin of a buffalo, decorated with the stars and stripes.

Charles McDermott, the president of Philadelphia, who, we believe, never attended any of the previous conventions, except the one in his home city in 1904, apparently enjoyed the relaxation. Mr. McDermott, when at home, is a hard worker, to whom business seems to be a pleasure, and we predict, that future conventions will see more of him.

EQUIP YOUR TEAM WITH **U. S. HAMES**—THEY ARE STANDARD QUALITY

(Continued from Page 17)

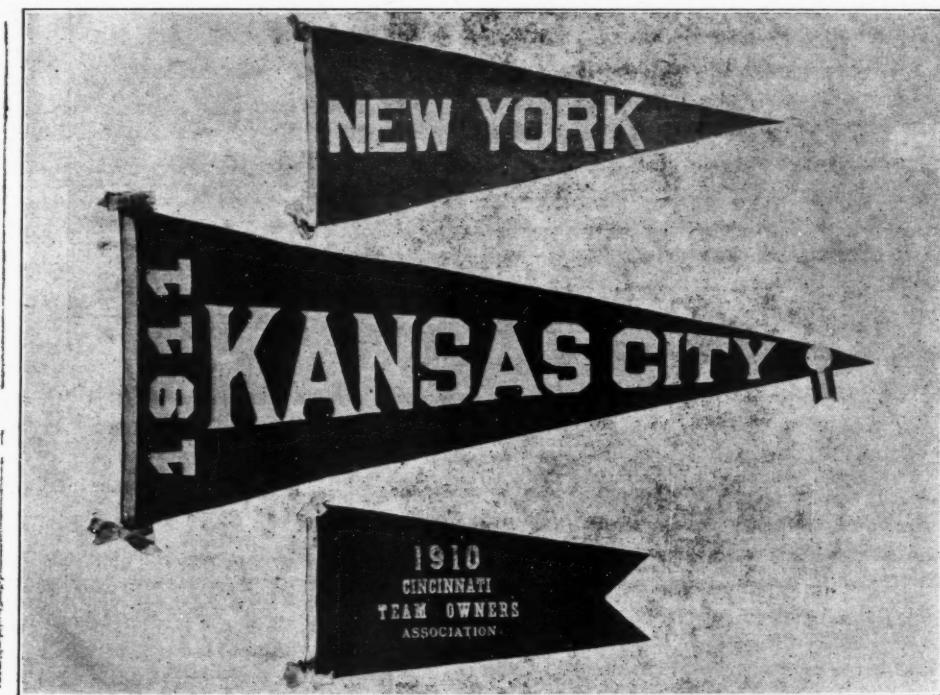
conditions in places far removed from them, and in which they have no direct or immediate interest.

"Shall I refer to the fact that the horseshoer, who puts the shoe on your horses has his union or association, which, in some communities, will not permit its members to remove from a horse a shoe which does not bear its label? But why proceed further in this line of inquiry?—you are well informed of these facts and conditions.

"Nothing can be clearer than in these days of great corporate combinations and labor organizations, that the team owner cannot maintain his

there is one industry in this country more than any other that needs a strong and active national association with loyal and aggressive local associations, it is the teaming industry.

"A business association is effective only when it is properly organized and so long as its activities are confined to those duties which its position and the character of its membership legitimately warrant it to perform. A local association can accomplish objects which would be ridiculous for a national association to attempt. And, on the other hand, a national association, with its larger membership and representing different and separated sections of the country, has a broader



THREE CONVENTION BANNERS.

business independence unless he unites with his business associates to oppose unreasonable and unjust conditions which will be forced upon him if he continues to act alone. It is ridiculous to talk of the individual team owner conducting his business, as he sees fit, when the persons with whom he does business are organized into great corporations and members of commercial organizations, and his employes are members of large, active and aggressive labor unions. The freedom of the individual team owner in these times is the freedom of taking what is offered him. If

field of activity and can engage in work affecting the teaming interests generally and beyond the jurisdiction of the local association.

FIELDS OF ACTIVITY.

"The local association has a well-defined field of activity. It should be interested in town or city ordinances to regulate traffic, sanitary condition of stables, licenses and the character of street pavements and their care and supervision; and even in state laws, such as those that require the disposal of horses afflicted with glanders, and all other laws and ordinances that affect the teaming

business and the method of conducting it. It should be also the duty of the local association to establish a friendly and co-operative spirit among its members. It should be the means of obtaining remunerative prices for cartage and eliminating unreasonable competition, which injures not alone those directly affected by it, but demoralizes the business generally.

"Permit me to present a concrete illustration on this point. I had recently the pleasure of attending a meeting of a local team owners' association in a city not far distant from New York. During the meeting the subject of charges for cartage service was discussed, and it was the unanimous complaint of the members that they were not receiving sufficient compensation. That association represents in its membership 500 teams. In my talk to the members, I told them of the experiences of the New York team owners and the efforts made by them to obtain more money for cartage. As a result of the discussion, the cartage rates were raised \$1 a day for each team operated by the members of that association, thereby increasing the income of its members \$500 a day, or \$150,000 a year.

"Horses and feed should engage the attention of the local association, and it is possible by proper co-operation, to reduce their cost to its members. The local association should afford an opportunity for its members to meet together at stated periods for the general discussion of their business, and the adoption of methods to make their plant more effective, and to operate them more economically. It should be the place where a member could present a new proposition beneficial to the trade. A team owner may have worked out in his mind a proposition, which, if put in operation, would be of great benefit to the trade generally. Unless, however, that proposition is communicated to other team owners and has behind it an organization with the proper executive machinery to create an opinion in favor of it, the proposition is like the 'flower that blooms to blush unseen, and waste its sweetness on the desert air.'

"Insurance, prevention and treatment of animal diseases are but few of the many other subjects which should receive the consideration of the local association, which alone is capable of dealing effectively with them.

"Team owners, irrespective of their places of residence are interested in these subjects and necessarily must deal with them. In some places they solve correctly the problems these subjects present, and in other places they fail, at a cost of time and money, but more often they make no

attempt to correct conditions of business, but drift along without any intelligent plan.

"Here then the National Team Owners' Association can perform a valuable service, and it is the only association that can perform such service, by disseminating the experiences of the local associations in dealing with problems common to the teaming interests generally.

WHERE THE NATIONAL COMES IN.

"It is the clearing house for ideas and experiences. It can have in its files ready for distribution printed matter and reports. It can provide expeditiously and authoritatively the experiences of a town, say on a certain kind of street pavement, and thereby obviate the necessity of that town spending money and interfering with the team owner's business to find at last the pavement is not properly adapted for streets. It can show the method adopted by one association to improve the conditions of its members in some department of their business, and the method used by another association to correct the same condition, and that such method failed. All of these subjects can be discussed by the National Association, and intelligent opinions expressed and advice given which will be of incalculable benefit to the business. The relations of the team owners with the railroad, and any attempt by the team owners to regulate these relations are almost exclusively within the province of the National Association. The Interstate Commerce Commission controls, to a very great extent, the business methods of the railroad companies, and that control, by recent law, is being gradually extended. It is the tribunal to which the association has access to obtain definite relief from many unjust rules and regulations. It is a fact that a railroad company often provides better accommodations and makes more advantageous rules for handling freight in some towns than in others, without any apparent reason for such discrimination. This condition in itself presents an important subject which can be best corrected by the National Association. The team owner, with the co-operation of its fellow members in a National Association, has one of the most convincing arguments to use in dealing with a railroad. He determines frequently the route over which freight shall be shipped, and by an understanding with the members of the National Association a large amount of freight could be turned to such railroads as provide the best accommodations and maintain regulations that assist, rather than interfere, with the team owner in his duties of delivering and receiving freight.

"Is there a duty for the National Association

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to perform in its relations with the labor question? I think there is a very grave and responsible duty. It should join with other employers' associations in upholding and maintaining secure and inviolate the law of the land, and resist any attempt to destroy those principles, which time and experience have demonstrated are absolutely essential to maintain a free people and a democratic form of government. Organized labor often means "Organized Outlawry," and an utter disregard for the rights of others. If the association has no other duty to perform, this in itself, is sufficient and important enough to command the enthusiastic and loyal support of every team owner in the country.

"Aside from its political aspect, the labor question is a subject in which every team owner is interested. The team owner should have his national as well as his local association to enable him to meet on equal ground, his driver, who maintains his local and national union. The Chicago driver, through his national association, and from the wages paid him by the Chicago team owner, contributes to maintain the drivers on strike from the employment of the New York team owners. Likewise, the New York driver, through the same association, contributes to the support of the Chicago driver when he is on strike. Under these circumstances, the labor question ceases to be a local subject and becomes a national one. A community, because it is now free from organized labor, should not permit itself to be deceived in believing that it will be free from organized labor always. It will come sooner or later, and the better prepared such a community is to meet it, the better it will be for that community, its employers and employees. I have no quarrel with a labor union as such, but I do resent any interference with my inalienable right to carry on my business unmolested, so long as I conform to the law of the land; and I resent also any interference with a person who desires to be employed by me.

"The tariff is still another subject which comes peculiarly within the jurisdiction of a national association. It is a national question, imposes a burden alike upon all citizens and can only be properly considered through an association which comprises in its membership team owners doing business in the different parts of the country. The National Team Owners' Association demonstrated its efficiency and necessity during the recent revision of the tariff. An attempt was made

TO INCREASE THE DUTY ON OATS,
and the National Association appointed a commit-

tee to oppose it. The committee appeared before the Tariff Revision Committee in Washington and spoke against the increase of the tariff on oats, with the result that the proposed increased duty was not imposed. It is probable that the time is not far off when another revision of the tariff will be made. It should be the duty of the National Association to commence now the preparation of data for presentation to the next commission, for the purpose of removing altogether the tariff on horses and on hay and oats.

"I have not the time, nor have you the patience to permit me to refer to all the benefits to be derived from a National Association. I have referred to a few of them, and there are more just as important.

"We frequently hear the expression, 'What has the National Association done for the Local Associations?' I shall answer that question in part by asking another: 'What has the Local Association done for the National Association, and when has the National Association failed to perform the duties required of it by the Local Association?' Have the local associations recognized the importance of the National Association and given it the support it deserves? The success of a local association depends altogether upon the co-operation and support of its members. In the same, but probably in a greater, measure, the success and usefulness of a National Association depends upon the cordial co-operation and loyal support of the local association. Men have given their time and money to make the association an organization expressive and representative of the best in our business. I appeal to you to go back to your local associations, and work as you have not worked before, to promote the interests of this National Association, and, in doing so, you will promote the interests of every team owner in this country, and we will have an association of which the teaming interests can be justly proud."

When Mr. Goldberg sat down he was given another ovation and many of the members came forward to congratulate him upon his speech. He was given a rising vote of thanks and for a while Mr. Goldberg certainly was the lion of the convention.

The enthusiasm and excitement having at last somewhat subsided, Mr. Adolf Chard, the inimitable bard of South Water street, and the president of the Chicago Commission Team Owners' Association, presented to the assembly the following verses, written by himself for the occasion:

EQUIP YOUR TEAM WITH **U. S. HAMES**—THEY ARE STANDARD QUALITY

CINCINNATI CONVENTION.

Another year has rolled around
Since we met down in Boston town.
Queen City of the middle west,
We've gathered here at your request.

Draymen from cities far and near,
Have met in a convention here.
To formulate some ways and means
To get more profit from their teams.

No greater business now exists,
Then, for our rights we should insist.
Le us then all stand strong and firm
And get the price our teams do earn.

The cry we hear both night and day:
"Your teams and drays are in the way."
The people never stop to think
We handle all they eat and drink.

Our city fathers hit us strong,
With wheel tax high, we know 'tis wrong.
The street cars have our thoroughfares,
While we pay for the street repairs.

The Merchants always give a sigh,
They say our cartage is too high.
I tell you what we ought to do:
Just stop, for, say, a day or two.

Then, I think they would not say
Your teams and drays are in the way.
Would they not respect us more
Than they ever did bef're?

Then let us all united be,
'Twill help I'm sure both you and me.
I am pleased once more to meet you all,
Today in this convention hall.

Mr. Chard's reading of his poem was enthusiastically applauded and the poem was ordered to be included in the printed report of the convention proceedings.

By this time it was getting along past the noon hour, and many of the members feeling that the "inner man" was asserting himself, clamored for a recess or an adjournment for a couple of hours. However, it was finally decided not to leave the hall until the business of the convention was completed. By the slogan, "Business first, and pleasure afterward," the president called for reports from the various committees. The first to respond was the

COMMITTEE ON RESOLUTIONS.

Mr. Fay, of Cleveland, the chairman, read the report, recommending that the semi-annual meet-

ings of the board of directors be in the future dispensed with, that all local associations who incur certain expenses in obtaining new members for the national organization have such expenses refunded to them, and that each local association get up a pamphlet containing facts and dates about its history, etc., and that such publication be known as the National Manual of Team Owners.

All of these recommendations of the committee were accepted and the committee was discharged with a vote of thanks.

THE COMMITTEE ON CONSTITUTION

was next called upon for a report. T. J. Cavannagh, of Chicago, the chairman, responded. Many changes had been recommended. It was decided to read the entire constitution and whenever a change was suggested to take it up there and then and either adopt it or vote it down. There were no differences of opinion as to the recommendations of the committee, none of which were vital except that the constitution of the administrative body of the association was somewhat modified by the creation of an executive board, consisting of the officers, nine vice presidents, nine directors, instead of 18 directors, as heretofore. The report of the committee was accepted and the members discharged with a vote of thanks.

While the committee on nominations was engaged in the arduous task of framing a new slate for the officers—vice presidents and directors for the coming year—Mr. Goldberg, of New York, presented to the convention a plan for insuring employes for sickness, disability and, in the event, of death, securing for the family a sum that would help them in the hour of great need. Mr. Goldberg's plan is very thorough and comprehensive. It has many advantages and he expressed the hope that all local associations would adopt it and carry it into force. As The Team Owners' Review hopes at some future date to make a complete explanation of this plan through the kind co-operation of Mr. Goldberg, more need not be said here at this time. The convention heartily concurred in Mr. Goldberg's idea and it is expected that eventually it will be generally adopted.

Mr. McCarthy, of New York, here offered a resolution that the president appoint a committee for the purpose of investigating all classes of street pavements, with a view of determining which pavement is most suitable for the hauling of merchandise. The resolution was adopted.

Mr. H. C. Moore, the chairman of the executive committee of the association, now addressed the convention. His speech contained some very practical suggestions for the creation of a fund for the National Association. He was listened to with the greatest attention, and at the conclu-

sion of his remarks he received a salvo of applause.

MR. MOORE'S ADDRESS.

"After having had the honor of occupying the position of president of your association for two terms, an honor which I fully appreciated and tried to fill to the best of my ability, with one thought in my mind at all times, and that thought the best interests of the association, I feel that after having resumed my place in the ranks it was still my duty as much as ever before to try and keep up any good work that may have been started before or after my administration.

"Knowing that the whole history of our association has shown us clearly and distinctly what an arduous up-hill job it has been from year to year to keep the locals in line and to procure funds for our national body without too much taxation on the local bodies, it has been a matter of considerable annoyance and deep thought to me, and no doubt to the majority of the officers and members, how to overcome this.

"We have had our printed manual of advertisements, from which, due to the hard work of the locals, but principally to the efforts of our worthy vice president, Mr. I. Goldberg, we derived our first substantial fund.

"We now have our extension fund arrangement thought of by your worthy secretary, Mr. W. T. Bancroft, and which I hope will prove a greater success than your manual, of which I have already spoken; but with all this we will still have the taxation of the locals and the cry from them: 'what are we receiving in return for the same?'

"Now, I do not come here to tear down anything that has been built up, but rather to help with the upbuilding. I do not come here to cast reflections on anything that has been said or done at previous conventions, but I do wish to say that the time has arrived when we should have to offer no further excuses as to the position your association is to take in the eyes of the public, and in the eyes of the locals and railroads throughout the country.

"We are trying to impress the officers and members of the different locals and the officers of the different railroads as to the strength, the power and the usefulness of our association and the next thing that is spread broadcast for the same people to read about is that we are having a manual printed or an auto truck raffled off, so that we may raise funds so that our association can exist.

"Does this go to prove to the country at large that you are a strong, powerful organization able to give battle for your rights? I say, No! Some

may differ from me and each one has a perfect right to his opinion, and should get up and express it, in the hope of bringing forth something for the good of your organization.

"Gentlemen, at your last convention, held in June, 1909, in the city of Boston, those who were present will remember what a storm arose when it was proposed to raise the per-capita tax to double what it had been, and how we were lucky to get committees to arbitrate and meet each other half way on the matter. You will also remember that at that same convention your president was voted \$900 per annum and traveling expenses, and your secretary \$200 per annum.

"Now, this is all extra expense that we were never burdened with before, but all of which we should be in a position to pay; but how? Not by soliciting advertisements; not by raffling auto trucks, and not by the exorbitant taxation of our local bodies.

"Gentlemen, we, one and all, believe ourselves to be men of some intellect and some standing; and we should be able to think out some plan where we could create a fund—not of a few hundred dollars each year and have to mace, as it were, the public and your members for the same—but a fund that would run into the thousands, and each year grow larger and, instead of your locals paying a per-capita tax, let them pay nominal dues, say, enough to pay for the stationery and stamps of our association.

"I now hear some one say, why don't you think it out, and I am ready to make a suggestion in the hope of helping to bring out other suggestions and then take the best.

After careful thought, the following solution to all our troubles presents itself to my mind: Laboring under the supposition that every team owner carries more or less fire insurance and that half the team owners carries liability insurance, for which each and every one is paying an insurance broker indirectly for placing the same, and this same commission, taking all the team owners in consideration, certainly amounts to thousands of dollars yearly.

"Now there is no reason in the world why our treasurer or some other officer of our association could not be deputized as the insurance broker and a license taken out for the same, and he could receive a certain salary for his trouble, but the commissions allowed him as broker be turned over to the national treasurer.

"Now this does not mean that you have to change your policies from the companies you are in at present—it merely means you change your broker, who renews your policies. I think

if every member here present would go back to their local and offer this or some other proposition to them, whereby this taxation on their treasury could be eliminated, and at the same time build up the treasury of their national association, at no cost to themselves, they each and all would respond cheerfully. Now this is only giving you the proposition in the rough, and the details, which are very simple, could be worked out afterward. Hoping that this method of raising funds or something better be adopted at this convention, I am still willing to be one of the wheel horses or work in any other position where I can be most useful to the national association and its members.

Mr. B. B. Gardner, as chairman of the committee on nominations, was now called upon by the president for a report, and it was presented as follows:

NOMINATIONS.

President, Hupp Tevis, St. Louis, Mo.; first vice president, Isaac Goldberg, New York; second vice president, W. H. Fay, Cleveland, O.; secretary, W. T. Bancroft, Kansas City, Mo.; treasurer, W. J. McDevitt, Cincinnati, O.

Vice Presidents—J. D. Newby, Kansas City, Mo.; George A. Probst, Chicago, Ill.; W. H. Breen, Boston, Mass.; W. L. Coffey, Milwaukee, Wis.; P. E. Strelau, Dubuque, Iowa; E. W. Oatley, Springfield, Mass.; George R. Jansen, St. Louis, Mo.; George A. Pratt, Minneapolis, Minn.; T. J. Cavanagh, Chicago, Ill.

Directors—W. L. Hinds, Des Moines, Iowa; A. A. Adamy, Buffalo, N. Y.; P. J. Kennedy, Holyoke, Mass.; George Reichel, Cincinnati, Ohio; J. H. Wilkes, New York, N. Y.; M. J. Tracy, Philadelphia, Pa.; Peter Dolan, Trenton, N. J.; Lester Parker, Albany, N. Y.; B. B. Gardner, New London, Conn.

As one of the strongest evidences of unanimity in thought and action, it should be said that the report was adopted in every particular, and all the nominees elected as suggested.

The re-election of Hupp Tevis, Isaac Goldberg and W. T. Bancroft for their respective offices, of course had been a foregone conclusion, and when their names were announced the entire assembly arose as one man to show its hearty and sincere approval of a trio of men who have worked hard, sincerely and effectively for the best interests of the organization.

The election of Mr. McDevitt, of Cincinnati, O., was also welcomed with acclaim, and, for two reasons—one, because the organization felt it would again get a good treasurer, and the other because it gave Mr. Rollin G. Martin, who has

been doing that work so nobly, unflinchingly, and uncomplainingly, since the National Association was organized in St. Louis in 1903, the desired opportunity to retire.

All the elections were made by acclamation, as it were, the secretary being instructed to cast the unanimous vote of the convention for each nominee.

The election of Mr. W. H. Fay, of Cleveland, as second vice president was an interesting feature, particularly as Mr. Fay is, so to speak, a new member in the national body. He attended the first convention two years ago in Buffalo. However, the convention showed its ability at discernment in selecting him for that office. Mr. Fay is a strong man. He has been an organization man in Cleveland for a number of years, and if the team owners of that city had followed his advice they would have had an organization, and a strong one, long ago. Since Mr. Fay has attended the deliberations of the national body he has made himself felt on many occasions by his sound business sense and the wisdom of his counsel.

Mr. Chamberlin, of Minneapolis, then offered the following resolution, which was adopted:

"Whereas, There have been several cases in which the lower courts have held that the draymen or warehousemen, acting in the capacity of shipping or forwarding agent, was a common carrier, and therefore an insurer of goods shipped by him for other persons, and

"Whereas, The draymen and warehousemen affected by such decisions have been subjected to gross injustice in being held liable for loss and damage to goods, which had passed from their control to that of some railroad or other transportation agency, and

"Whereas, The Interstate Commerce Commission has formally declared that the forwarding agent should not be considered as a common carrier; therefore, be it

"Resolved, By the National Team Owners' Association, in convention assembled, that the act to regulate interstate commerce should be so amended as to declare specifically and unequivocally that, for the purposes of interstate commerce, a drayman, warehouseman, or other forwarding agent, acting as agent for any other person or persons, in the shipment, subject to the provisions of the act to regulate commerce, of any goods, wares or merchandise, shall not be considered or held to be a common carrier, and shall only be liable to the beneficial owner of the goods so shipped, for due care and diligence in the per-

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formance of his duties as a forwarding agent, and, be it further

"Resolved, That a typewritten copy of this resolution shall be transmitted to each member of the Interstate Commerce Commission and to each member of the Judiciary and Interstate Commerce Commission of the House and Senate of the United States at Washington, D. C., and that all local team owners' associations, whether affiliated with the association or not, be requested to bring the matter to the attention of their representatives at Washington and to use all proper means to secure their support of the proposed measure."

This finally brought the convention to that feature which has always distinguished these gatherings as the last act, the selection of the city where next year's meeting will be held. As a rule, this business has been a mere formality, because it was always a foregone conclusion which city would carry off the honor. However, this time it was different. There were two candidates, both equally strong when it comes to getting what they want, and both equally resourceful and equally persistent, viz., Kansas City, in the west, and Trenton, N. J., in the east.

This fight between the two cities was one of the most interesting features of the convention, because as the rivalry was conducted on the purest and friendliest of principles it afforded much fun and amusement.

It seems, however, that Kansas City buttonholed, flagged and in other sundry ways subsidized the "committee on convention," for when Mr. Schroeder, of Cincinnati, the chairman, was called upon by President Tevis to make his report, he recommended Kansas City.

Of course, there was nothing now that could be done, and Mr. Dolan, of Trenton, as spokesman for his delegation, gracefully bowed to the inevitable, but to his credit it must be said, he went down with "colors flying." Said he: "We will admit that we could not cope with our brethren from Kansas City this time, but we give everybody a fair warning that at the next convention Trenton will again ask for the convention, and I guarantee we will win."

And so Kansas City became the choice for the next meeting.

There were now the usual resolutions of thanks passed and no one was forgotten. The Cincinnati Team Owners' Association, the Ladies Auxiliary, the citizens in general, and the committee in particular. Everybody seemed to be glad the business was over, and all looked longingly forward to the program of pleasure, entertainment and amusement, which had been prepared by the hospitable, thoughtful and cordial crowd of team owners of Cincinnati, who acted as the hosts.

And so the convention adjourned, to meet again on the third Monday in June, 1911, in Kansas City, Mo.

THE ENTERTAINMENTS.

It should not be forgotten to mention that the weather was exceedingly hot during the convention, and when the day's work in the meeting hall was done, all were glad for some kind of recreation or relaxation. "All work and no play makes Jack a dull boy," don't you know.

Evidently the Cincinnati Team Owners' Association had this in mind when they arranged for the entertainment of their guests. In this respect there was nothing left undone and the expressions of praise and gratification were quite generally heard from the delegates, the guests and others.

Of course, for this happy state of affairs the convention committee was largely responsible, aided and abetted by all the rest of the members of the association, and so it is but meet that The Team Owners' Review should give the names of that committee, in order that everyone who attended the Cincinnati convention may know to whom he was particularly indebted for the good time he had there.

Genial William J. McDevitt was the chairman and general manager. He was "Billy on the Spot" on all occasions. He worked like a Trojan. There was nothing that he forgot, nothing that he overlooked, and nothing that he left undone. It seemed to be a pleasure for him to get everything in ship-shape, apple-pie order. If you wanted anything and you asked him about it, he seemed to have anticipated your wants beforehand. It is no wonder the convention made him treasurer of the National Association, because a man who acquitted himself of such an onerous trust as the chairmanship of the convention committee will certainly take good care of the surplus wealth of the National Association. And that is no "pipe dream."

But our friend McDevitt was not the whole show at that, although he is a big man. There were others on that committee—live wires, every one of them—and here they are: Samuel Bailey, Jr., George Reichel, Neil O'Brien, Louis Brouwer, J. J. Lambert, G. W. Brady, J. Charles Schroeder, Harry J. Stueve, E. H. Taylor, B. J. Gilday, Charles Spille, John Clark and Peter Hughes.

Besides caring for all the general and particular wants of delegates and guests, this is the program they had arranged for their entertainment:

On Monday evening a trip to beautiful Chester Park, the pride of every citizen of the city on the "Rhine."

On Tuesday evening a trip to Coney Island on

special excursion steamers, with a sumptuous dinner, consisting of every delicacy of the season, at the club, and other recreations too numerous to mention generously thrown in.

On Wednesday morning, visiting the many points of interest throughout the city.

In the afternoon everybody was taken to the Zoological Gardens to enjoy the sylvan dells and glorious glens of another of Cincinnati's beauty spots.

Here, the party was photographed, and it was decided who had become the lucky winner of that "Frazer-Miller" motor truck.

This trip was most enjoyable, and had it not been for the banquet in the evening it would have been difficult to get all to go home.

THE LADIES' PROGRAM.

Excellently as the male contingent of the convention was socially entertained, the ladies were equally well taken care of, thanks to the committee of ladies, which, for the occasion, had styled itself "The Ladies Auxiliary." The following program had been prepared by them and, as one of the visiting ladies stated to the writer:

"We enjoyed every minute of it."

Sunday, June 19.

7:30 P. M.—Full committee will convene at Hotel Sinton to meet visiting ladies.

Monday, June 20.

10:30 A. M.—Take special cars on Third street to Lagoon. Lunch at Lagoon Club House, 12:30.

2:30 P. M.—Take special cars at Lagoon, visiting Ft. Thomas and returning to Hotel Sinton.

Special cars to Chester Park at 7:30 P. M.

Tuesday, June 21.

10 A. M.—Meet visiting ladies for a general excursion through shopping district.

1 P. M.—Luncheon at Alms & Doeple, returning to Hotel Sinton to take 5 o'clock boat for Coney Island. Dinner at Coney Island Club House at 7 P. M.

Wednesday, June 22.

9 A. M.—Tally-Ho ride through suburbs, visiting Eden Park, Burnet Woods, etc.

2 P. M.—Trolley cars to Zoological Gardens, returning to Hotel Sinton for banquet at 8 P. M.

8 P. M.—Banquet.

COMMITTEE.

Mrs. Neil O'Brien, Mrs. J. J. Lambert, Mrs. George Reichel, Mrs. W. J. McDevitt, Mrs. J. F. Schipper, Mrs. F. Wuenker, Mrs. P. Hughes, Mrs. E. Taylor, Mrs. L. Brouwer, Mrs. P. Beicker, Mrs. E. H. Franz, Mrs. H. Janson, Mrs. J. Clark, Mrs. B. J. Gilday, Mrs. C. Spille.

THE BANQUET.

On Wednesday evening, after a day replete with outdoor entertainments and amusements, the delegates to the convention, the guests, the Cincinnati team owners as well as the wives, sisters or daughters assembled in the large and elaborately appointed dining hall of the Sinton Hotel for the banquet. It was one of the most impressive gatherings that ever congregated in that splendid room. The tables were decorated in a tasteful manner with flowers of fragrant and colored profusion. The Esberger orchestra, one of the prominent instrumental organizations of Cincinnati, had been engaged for the occasion, and while the various features of the sumptuously planned menu presented to the palates of the banqueters, this orchestra diffused the following program:

Grand Entre March	Meyerbeer
Waltzes from	"The Waltz Dream"
Selections	"Dollar Princess"
Intermezzo	"Wild Cherries"
Song.....	"By the Light of the Silvery Moon"
Novelty	"Amina"
Song	"Has Anybody Here Seen Kelly"
Sextet	"Lucia"
Selections.....	"Prince of To-night"
Song....	"That Mez-Merizing Mendelssohn Tune"
Finale.....	"Blaze of Glory"

After the delicious details of the bill of fare had been disposed of and coffee with cigars were handed around speech making became the order of the evening. Many were the addresses made, most of them being of a felicitous nature, and interest, good humor and the closest attention prevailed until late in the night.

CONVENTION NOTES

The smiling face of George Tasker, was everywhere in evidence and wherever he was Schumacher Horse Food was sure to gain a friend.

There were seventeen members from New York, the American metropolis, and they all had a real metropolitan air about them, which gave them an appearance of ultra distinction.

Master Markle, the little son of Mr. William Markle, of the New York delegation, made himself a friend to everybody who was fortunate enough to get one of the New York banners.

Farwell Walton, the president of the St. Louis Express Company, was one of the delegates from

his home city, and he was kept busy shaking hands with all friends and making new ones.

Mr. Yerian, the delegate from Youngstown, O., did not come alone this time, but he brought along the better half of his family as well as another, a juvenile member of the firm.

It was the first convention at which the Team Owners Association of Quincy, Ill., was represented; and in Mr. C. W. Breitwieser, of the Gem City Transfer Co., that function was ably attended to.

Lester Parker, of Albany, was always in close attention to the business of the convention. Apparently Mr. Parker is not a man of many words, but when he does speak his remarks are usually to the point.

B. B. Gardner, of New London; W. K. Morse, from Leominster, and E. W. Oatley, of Springfield, Mass., have been regular attendants at several conventions, and everybody had a hearty handshake for them.

The Philadelphia delegation to the number of 29 arrived in a special car on Sunday evening, there were all the old familiar faces in the crowd, and when they landed in the hotel the greeting they received was long and loud.

Young (this is not meant disrespectfully) Orr, the president of the New York Team Owners' Association, made many friends at the convention. Mr. Orr has a genial personality, a ready wit and a pleasant smile, all profitable assets at a convention.

The Kansas City delegation numbered about 30, ladies and gentlemen. They all carried red banners, inscribed "Kansas City, 1911." Each one in the party had been constituted a committee of one to root for the convention in Kansas City, and right well they did it.

Westheimer from Texas, was certainly a welcome guest to everybody. His name has become a household word among team owners at convention time; and while all of us have appreciated the flowers he sent us when he could not come, we certainly appreciated his presence greatly more.

The writer was greatly pleased to meet again Mr. Chamberlin, one of the delegates of the Draymen's Protective Association of Minneapolis. Mr. Chamberlin was present in St. Louis, in 1903, when the National Association was born, and on that memorable occasion, he was of great assistance in making the event a success.

Mr. Dolan, of Trenton, N. J., gave one the impression of being quite an orator, should the oc-

casion demand it. Several times during the deliberations he took the floor to express his views on certain subjects under discussion, and the ready flow of his language would indicate that it might not be a bad move for the team owners of Mercer County, if they were to elect him to a seat in the New Jersey legislature.

W. A. Brown, of St. Joseph, Mo., blew into the Sinton on Tuesday morning, and although the weather was hot, Mr. Brown looked as cool as a zephyr in a sylvan glen. As secretary of the American Transfermen's Association, he was kind enough to tell the Review all about the successful convention they had just completed at Detroit. Incidentally, however, Mr. Brown also took the opportunity to show us that wonderful "hay gate," which he has invented to make wasteful horses economical. A number of team owners examined the device also, and everyone pronounced it a great thing, that would surely strike a popular chord among the men in the trade.

The Chicago delegation made the trip to Cincinnati in great style. There were about forty in the party, ladies and gentlemen. They had a special train, consisting of parlor, buffet and observation car with their own locomotive and crew. It is doubtful whether any Chicago delegation to a convention ever traveled in greater style of comfort. The affair had been planned by W. J. Colohan, of the Chicago Commission Team Owners' Association, which in itself is a sufficient guarantee that the trip was voted a great success. There were 34 in the party. Mr. A. E. Yardley, a special representative of the railroad, had personal charge of the train.

Kansas City, Mo.

Since Kansas City has been admitted as a member of the National Association, which is only a little over two years ago, that organization has pushed itself to the front until it is today one of the strongest, one of the most progressive, and one of the most prosperous in the national body. And why? Because its membership seems to consist of a class of men who know business from the ground up, who are imbued with all the higher and loftier ethics of men of affairs, who are broadminded, high-spirited, aggressive and energetic. Take, for example, the men which that association has sent to our conventions—at Buffalo, at Boston, at Cincinnati. Such men as Bancroft, Morr, Newby and Barton. These men have lent a dignity and a strength to these meetings which has helped much in the development of the National Association.

It is not to be wondered therefore that they got the convention for their city next year; but the

wonder is they did not get it before. We remember in Buffalo that many people asked: "What is this? A convention of Kansas City people?"

Now, what a convention do you think they will give us in 1911?

Well, we could tell you, if we would; but it would be a breach of confidence to do so. However, this much we can say, that he, or she, who misses the Kansas City convention in 1911 will be deprived of one of the greatest events in life.

Here is good luck to Kansas City!

NEW ENGLAND NOTES

The Team Owners Association is having its vacation. Next regular meeting held first Tuesday in September. Oats lower, about 46 cents the prevailing price. Business has been good, everyone busy.

The Team Owners Association of Boston celebrated its first annual outing on June 17th, and in spite of the inclement weather a goodly group of 120 members, including ladies and children, were on hand, and all were interested in making the occasion an enjoyable one.

Assembling at Otis wharf at 9:30 a. m., and accompanied by an orchestra of nine pieces, the members and their families boarded the good steamer Governor Andrew and in an hour's time were landed at Bass Point.

Proceeding to the Bass Point House, the short time before the banquet was given over to an informal reception by President Flanders, assisted by Vice President Loveless and wife and Mr. and Mrs. A. H. Weeks.

In a short while everybody knew everybody else and at 12 sharp Landlord Fuller summoned the party to the dining room and for the subsequent two hours great justice was done to the excellent meal provided.

Chairman Quimby presided and his quaint humor and the fine music discoursed by Miss Mont and her assistants made all oblivious to the opuring rain outside.

It was a great disappointment to be obliged to forego the races, baseball and other outdoor sports, but a two-hour show in the theaterum served to consume the time till 4 p. m., at which hour the party was assembled on the lawn in front of the hotel and photographed, the rain having ceased for a while.

At 4:45 most of the company took the boat for Boston, arriving shortly before 6 o'clock and it was the consensus of opinion that the first Team Owners' Day had been a great success.

We hope other associations will follow. There should be more social functions to bring families

together. The theatre party proved a great success, also whist and dancing; all are good. Bringing families face to face puts every one on their honor, and helps to contribute to the feeling of good fellowship.

W. D. Q.

TRANSFER MEN'S CONVENTION

The tenth annual convention of The American Transfermen's Association was held in Detroit at the Hotel Tuller on June the 15, 16 and 17, and between 40 and 50 delegates from the various parts of the United States were in attendance. Owing to the absence of the president, Mr. D. W. Barrett, of D. Parmalee & Co., Chicago, who was sick at his home, the convention elected Mr. Stephen C. Cook, of St. Paul, Minn., as chairman of the meeting.

It was one of the largest gatherings of its kind ever held by the organization, which is now in a more flourishing and prosperous condition, than it has ever been in its history, the association having been formed in Buffalo, N. Y., ten years ago.

The most important subject handled by the meeting was the systematizing and simplifying of a method for handling and checking baggage from residence to residence. This has been a matter of great concern to the transfer men for years; but great progress is being made and it is expected to have now within a short while a system perfected and in general operation throughout this country whereby anyone, living, for example, in Los Angeles, Cal., may check his baggage at his residence, and to be delivered at a given address in Augusta, Maine, or at any other address in any city of this country.

Besides this, the convention took up many matters of vital interest to the public, the railroads and the transfer companies, with the General Railroad Baggage Agents Association, which was holding its annual meeting at the same place; and many arrangements and conclusions were arrived at exceedingly satisfactory to both parties.

The convention elected the following officers for the coming year: T. H. Adams, Portland, Ore., president; J. C. Howell, Chattanooga, Tenn., first vice president; J. M. Dunn, Richmond, Va., second vice president; J. T. Sanderson, Colorado Springs, Colo., third vice president; W. A. Brown, St. Joseph, Mo., secretary and treasurer.

The Executive Committee elected was: H. F. Chester, Champaign, Ill.; W. F. Stark, Dayton, O., S. C. Cooke, St. Paul, Ore., and W. E. Daunt, of Bay City, Mich., for two years; J. W. Hartford,

Detroit, Mich., J. J. Jameson, St. Louis, Mo., and F. W. McRoby, of Montreal, Can., for one year.

The convention guests were the recipients of a great many hospitalities in Detroit. The Detroit Omnibus Co. gave them special attention and entertained them at Belle Isle, while the National Association of Baggage entertained them at luncheon and with a theatre party.

The convention will be held in June, 1911, at Chattanooga, Tenn.

CRUSH THE OATS

The Oat Cleanser and Crusher is certainly and rapidly coming into favor among owners, who take an interest in the welfare of their horses and the cutting down of their feed expense.

If our readers will take a walk through their stables and examine the dropping from either young or old horses they will find that a big percentage of the whole oats pass the horse undigested.

The Oat Cleaner and Crusher is so contructed that it thoroughly frees the oats of all obnoxious fine seed and dirt, as well as straw, stones, thistle, etc., before passing to the rolls. It crushes the kernel without making meal or freeing it from the hull. The horse cannot bolt crushed oats, he thoroughly masticates them, and when they enter his stomach they are easily digested. A bushel of whole oats when properly crushed will increase in bulk from 15 to 25 per cent. and the same bulk of fresh crushed oats will do the horse more good than the whole oat because

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he gets the benefit of every particle that enters his stomach and right here is where the saving comes in.

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In our advertising columns we show two of the best made machines, ranging in price from \$100 up and in capacity to meet the requirements of any size stable.

Our investigation of the crushed oat question warrants us in advising our friends to write the two concerns we are advertising for their proposition. We know you will never regret trying out the crushed oat; and 15 per cent saving on oats means \$12.30 per horse each 365 days, if feeding 6 quarts of 40c oats per feed. Multiply \$12.30 by the number of horses you are feeding and you will find the problem worth careful consideration.

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Wouldn't it be nice within a week or so to begin to say goodbye forever to the scalding, dribbling, straining, or too frequent passage of urine, the forehead and the back-of-the-head aches; the stitches and pains in the back; the growing muscle weakness; spots before the eyes; yellow skin; sluggish bowels; swollen eyelids or ankles; leg cramps; unnatural short breath; sleeplessness and the despondency.

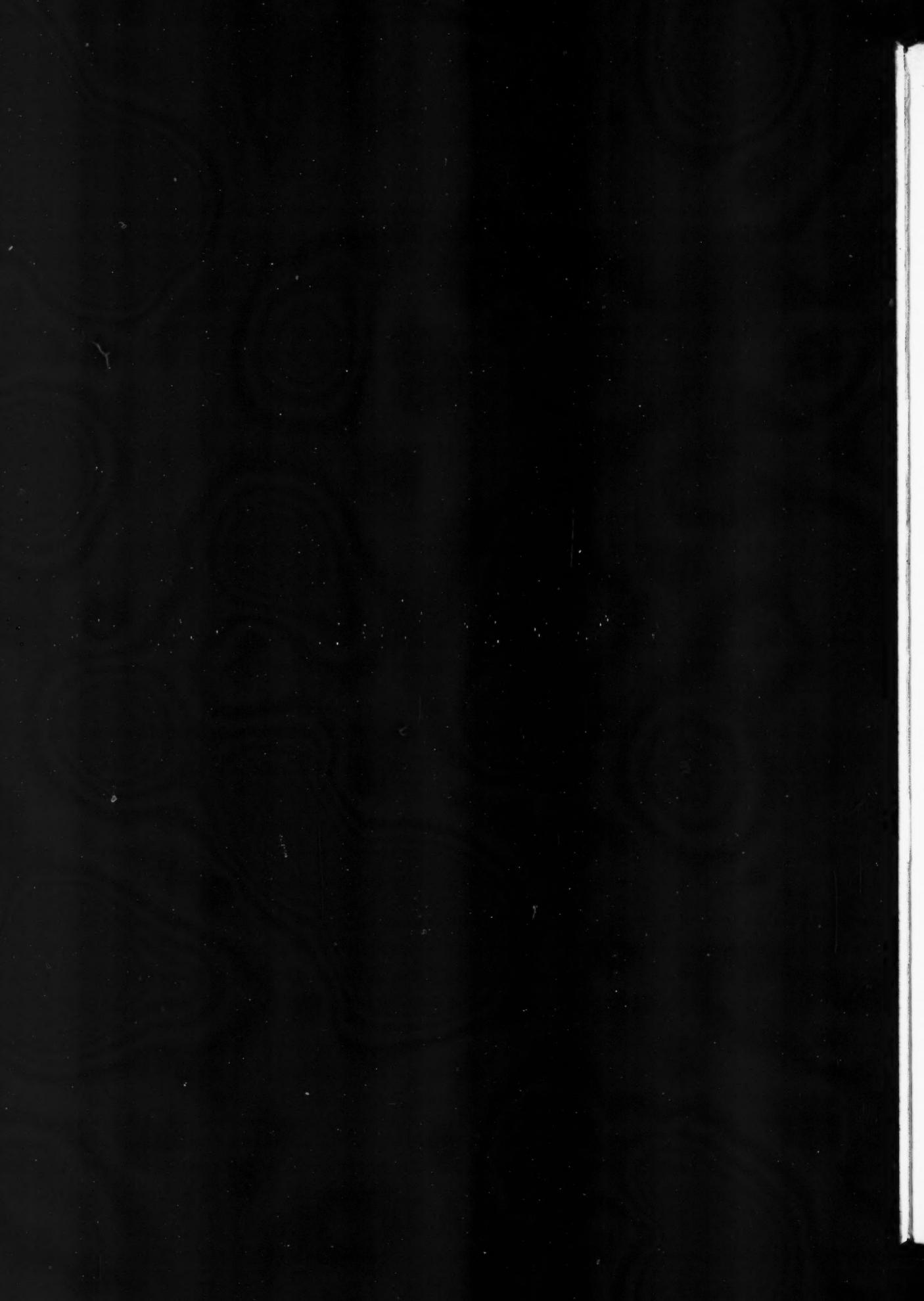
I have a receipt for these troubles that you can depend on, and if you want to make a QUICK RECOVERY, you ought to write and get a copy of it. Many a doctor would charge you \$3.50 just for writing this prescription, but I have it and will be glad to send it to you entirely free. Just drop me a line like this: Dr. A. E. Robinson, K-1955 Luck Building, Detroit, Mich., and I will send it by return mail in a plain envelope. As you will see when you get it, this recipe contains only pure, harmless remedies, but it has great healing and pain conquering powers.

It will quickly show its power once you use it, so I think you had better see what it is without delay. I will send you a copy free—you can use it and cure yourself at home.

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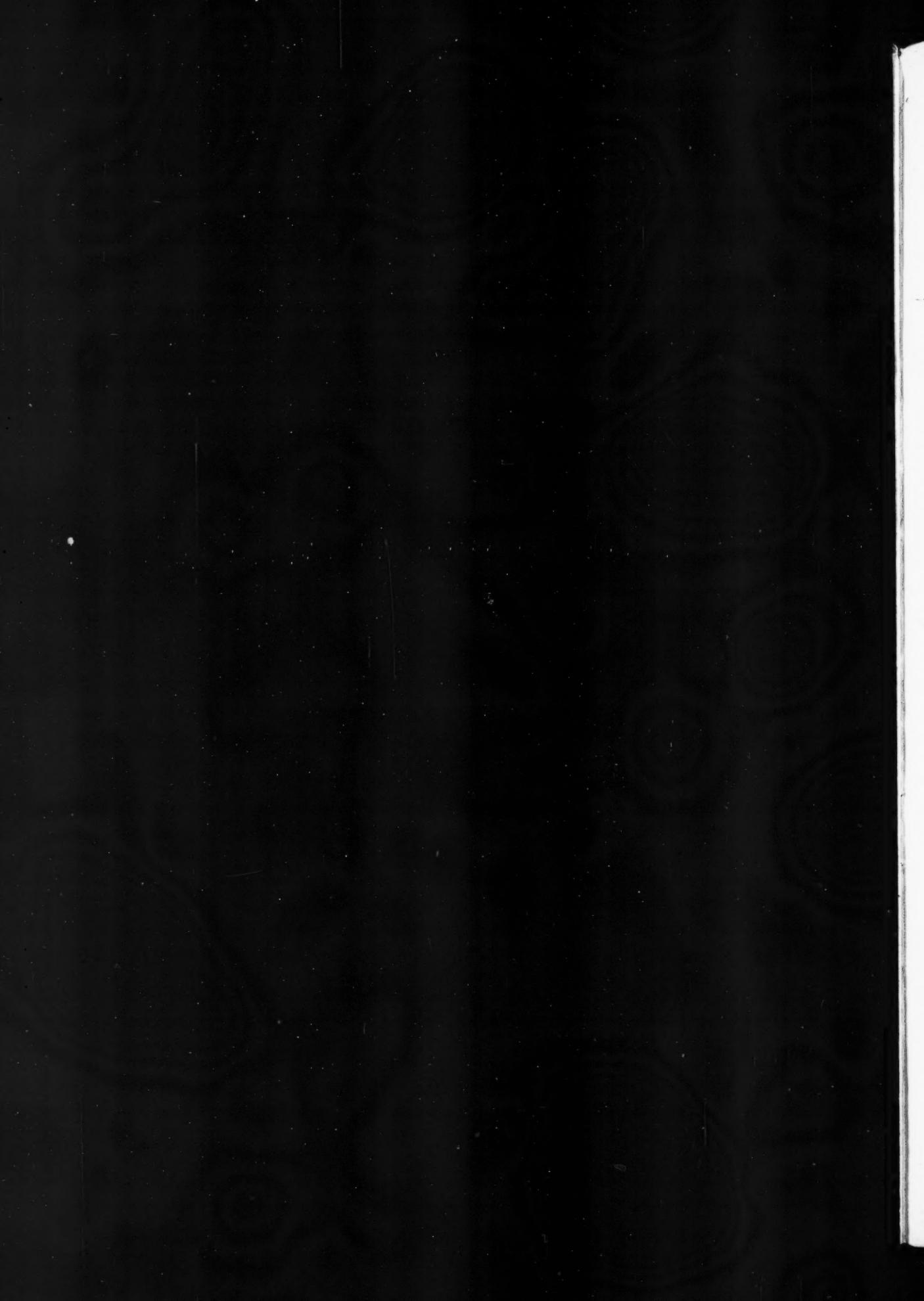
For

Next

Month's

Issue ?





The Motor Truck and Automobiles

The Motor Truck.

BY B. H. GRAMM.

Motor trucks, if in use, would save an average week's wages for every man, woman and child, besides their upkeep. In New York it would mean a saving of \$200,000 a year. Twenty million dollars would be saved if motor trucks were used entirely. You have about 120,000 horses in New York City. The 120,000 horses would cover 200 miles of paved streets. Take this in connection with the seriousness of the sanitary condition, and consider the room that would be taken up by the motor trucks, one to two, and you will eventually cut your taxes, as they are not as hard on the streets as horses' hoofs and a steel wheel.

In summing up, the commercial motor truck which is the best is the truck which will deliver the most ton-miles for a dollar, and transfer passengers or merchandise in a rapid and satisfactory manner. The profit to be made from their operation may be either primary or auxillary. They should be used to make money or save money, and it can be seen easily to be one of the most beneficial of inventions.

The great barrier we are surmounting every day in this business, and which you will have to surmount in it, is the teaching in regard to the proper care of the trucks. We are getting the trucks better all the time. We are not stopping at any expense to get them right. We have been keeping two or three men in the hilliest and roughest parts of the United States in order to find out their weaknesses and get them better, and yet your customers have to be continually hammered at—"Don't overload and don't overspeed." In place of buying a 3-ton truck as they should, they will buy a 1½-ton truck and attempt to haul three tons on it. They make a great mistake. Therefore they soon put their investment in a place where they can get no return from it, and the manufacturer has to supply parts to keep peace in the family, hoping that he can teach that man a lesson. The lesson I am trying to have everyone learn is that you should be as square with your motor truck as with your fellow man. You will then get great results.

Now if we sell motor chassis—I know that there are a lot of wagon men that we ship them to—they will have mechanics in their employ who, as soon as they see them will see a lot of improvements they think ought to be on them. In other words, they immediately know so much more than

we do, although we have grey hairs trying to find out how to do it. This experimenting you will find will lead you into trouble.

I had an instance where one of my customers was very anxious. He had a hilly city and he wanted more power, and I put in more power, but it struck me at the time that it was an error, for by having that additional power you immediately strained other parts not designed to take that extra power. Therefore, if you take a truck, the right way is to take it as the manufacturer builds it, and if it is wrong, write him about it, and if there are good people in the company they will fix it for you.

Better be a year ahead of the times than a week behind, and if a lot of you had looked into that motor some time ago I think you would have had a more thorough view of the situation.

Decreased expenses mean increased profits; I think we can all take that straight home to our business. Wherever you can show a man that he can save something by substituting motors for horses; if he can save 15 per cent., then if he borrows the money at 6 per cent. he is saving money, and he is not of sound mind if he does not look into it.

Last of all, in getting forward in the motor business you should keep in close touch with each other. First, investigate the chassis and know it is right. I would be awfully careful and fight right away on a chassis that you had any doubts about. I would not want anyone to take my word for what I build. Examine into it, look into it, look up the company, financially and otherwise, and make sure you are getting something good, for a lot of companies have touring car material to get rid of, and they are hunting suckers to unload it on. I don't want to see any wagon man made a sucker of in that regard, and I know you are too shrewd to do it. I want to see every wagon man make money out of this. Now since the motor manufacturers stole a march on the wagon builder, you have a chance to steal a march on him by getting the use of his experience, and can make money by getting hold of the right chassis. Make sure you know about the business. Anyone who asks us what our present success is due to is told that I attribute it to one thing, that I make it a point to defy any man to ask me any question within reason about my own business that I cannot answer.—The American Vehicle.

EQUIP YOUR TEAM WITH **U. S. HAMES**—THEY ARE STANDARD QUALITY

White Motor Trucks.

That well made and reliable motor trucks can increase the efficiency and reduce the cost of trucking and delivery for draymen and expressmen, has been clearly demonstrated during the past year by the White Gasoline Trucks.

The White Company, of Cleveland, Ohio, have done all the trucking in connection with their own business for the past six years on motor trucks, and they have thus, to an unusual degree combined in their gasoline trucks, the experience of the maker and the user.

Low cost of maintenance on the White trucks is assured, because the design is ideally adapted to the conditions which trucks must withstand in every-day service. One of the factors in the design of the White Trucks which reduce the cost of up-keep is the accessibility of all working parts. The engine, which is of extremely simple design, is in front under the bonnet where it is completely accessible. The four cylinders are cast "en bloc," with the intake and exhaust passages included within the engine castings. In this way, external manifolds are eliminated, and there are only about one-quarter of the usual number of joints to be kept tight and there is ready access to the valves and other working parts. This idea of accessibility is carried throughout the entire mechanism.

The "long stroke" engine, the heating of the intake gases and the cooling of the exhaust gases, result in considerably lower fuel consumption than has heretofore been attained in any trucks of similar capacity.

There are three models of White Trucks—of 2-5 tons, 1½ tons and 1,500-pounds capacity, respectively. Each part of each of these trucks is designed to withstand much greater strains than could be expected to occur in actual service. The 1½ tons truck is made with either pneumatic or solid tires, the 3-5 tons truck with solid tires only and the 1,500-pound delivery wagon is fitted with pneumatics.

In each case where White Trucks have been introduced, they have resulted in a considerable saving over the horse-drawn vehicles previously used.

An Age of Power Truckage.

Boston—Manufacturers of power trucks for business purposes are confident that a very remarkable expansion in that industry is at hand. They declare that practically none of the larger business houses in eastern cities is replacing its

horses, but that a systematic start has been made towards the substitution for worn-out horses of electric and gasoline trucks.

A representative of the United States Light & Heating Co. says: "Truck-battery manufacturing by the United States Co. comprises a considerable percentage of its business, which in the past few months has been running at the rate of over \$3,000,000 per annum.

"A notable stimulus is being given this industry by the fact that the so-called central power stations, of which there are some 6,000 in the United States, are now coming to recognize the great opportunity which the electric vehicle affords for utilizing the capacity of large sections of their plants during hours in which that capacity would otherwise be idle."

An official of the New York Edison Co. says: "The electric wagon industry shows every prospect of tremendous development the next two or three years. We now make a charge unit of \$50 a month for power the base upon which to fix our sliding scale. Thus the user of electricity for storage batteries is permitted to enjoy a scale running as low as 3 cents per kilowatt hour, against a charge for lighting to ordinary consumers of 10 cents."

It has just been computed that, with replacement by electric trucks of only one-half of the vehicles in New York City that are at present drawn by horses, net income from sale of current at 3 cents per kilowatt hour would amount to \$39,000,000 a year.

Automobile makers assert that for at least a number of years to come the business truck demand is certain to exceed the ability of plants to turn out the desired cars.

There are now two great competitors in the power truck field, viz., those propelled by electric batteries and those in which gasoline furnishes the motive power. The former have been given further impetus by the recent perfection of the Edison storage battery.

Here's to the man whose hand
Is firm when he clasps your own—
Like a grip of steel
That makes you feel
You're not in the world alone.
Here's to the man whose laugh
Puts the sombre clouds to rout—
The man who's fair,
And kind and square
To the one that's down and out.—*Ex.*

DIXON CRUCIBLE COMPANY MEETING

At the annual meeting of the stockholders of the Joseph Dixon Crucible Company, the old board, consisting of Geo. T. Smith, William Murray, William H. Corbin, Edward L. Young, Geo. E. Long, William H. Bumsted and Harry Dailey, were unanimously reelected. The board of directors re-elected the former officers, namely, Geo. T. Smith, president; William H. Corbin, vice president; Geo. E. Long, treasurer; Harry Dailey, secretary; J. H. Schermerhorn, assistant treasurer and assistant secretary. William H. Corbin was also re-elected as counsel.

The stockholders present expressed themselves as thoroughly satisfied with the management of the company by its officers.

Of the total number, 10,000 shares, there were represented 8,856 shares.

The Gibson Oat Crusher Co. of Chicago was represented at the convention by Mr. George Drake Smith. Mr. Smith, however, was not a stranger to the team owners, who, one and all, seemed to know him as an old and good friend.

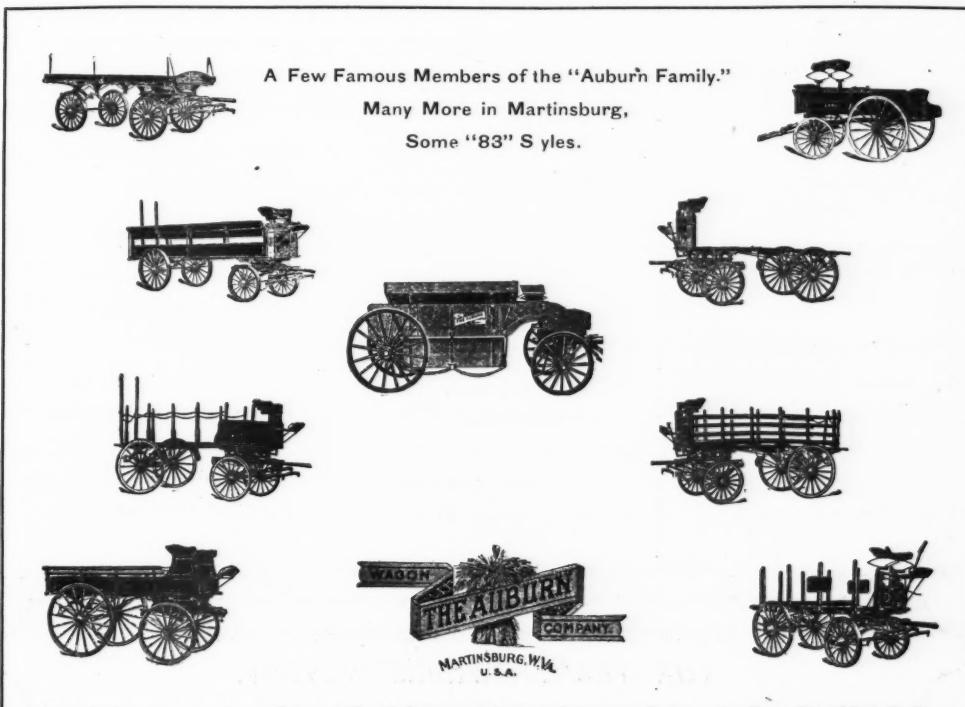
Climbing Mountains.

To the Hupmobile has come another unique distinction. This time it is in the line of mountain-climbing and is indeed extraordinary inasmuch as the Hupmobile has accomplished a feat which is entirely without parallel. This was no less than the ascent under its own power, and without assistance of any sort, of the famous Stone mountain of Georgia.

Stone mountain is about 24 miles from Atlanta. The distance from the base to summit is about a mile, and the ascent is so steep that it is said no horse has ever been driven to the top. While the mountain is in fact a solid piece of rock, the top is strewn with huge boulders and flat pieces of stone that make it the most difficult kind of walking for a human being.

Possibly because no automobile and not even a horse had ever gone to the top of Stone mountain, K. T. McKinstry, of Atlanta, determined to see what could be done with the Hupmobile. He drove the car overland from Atlanta to the mountain and sent the car to the top without excessive trouble and without assistance.

Our old friend Beckert from Cleveland, O., formed the advance guard of his delegation and was at the hotel early on Sunday.



MAY DO THEIR OWN SHOEING

The team owners of Grand Rapids, Mich., at their last meeting very seriously considered the advisability of establishing a co-operative horse shoeing, wagon repairing and wagon painting shop. The meeting was held in the offices of the Otis Ryan Transfer Company.

The team owners contend that the price of horse shoeing, repairing and painting of vehicles has gone up to such an extent that it is impossible to meet it, and they believe if they established such a shop and do their own work, they will save money, especially as they at the present time own about four-fifths of the horses in Grand Rapids. They have investigated the subject and find that many of the larger team owners through-

out the country have been doing their own work for years, and have found it pays.

Mr. Ryan proved the best entertainer the association has yet had the pleasure of meeting with, for besides setting up a nice lunch at the smoker, he furnished two musicians and some vaudeville entertainment which greatly pleased the members.

E. M. RADCLIFFE, Sec.

SAILED FOR EUROPE

Bright C. Taber, president of the Taber Pump Company, Buffalo, N. Y., sailed for Europe Saturday aboard the Steamer *Philadelphia*, and expects to spend the summer visiting different parts of the continent.

ADVERTISERS DIRECTORY**AXLES.**

Cleveland Axle Mfg. Co.
Timken Roller Bearing Axle Co.

AXLE GREASE.

Frazer Lubricator Co.
Dixon Crucible Co.

COVERS.

Pittsburg Waterproof Co.
Fulton Bag & Cotton Mills Co.

DRAYS AND TRUCKS.

The Auburn Wagon Co.
Hillsdale Truck & Wagon Co.

DRAFT SPRINGS.

Beecher Draft Spring Co.

FEED.

M. C. Peters Mill Co.

HELVE HAMMERS.

The West Tire Setter Co.

HAMES.

U. S. Hame Co.

MOTOR TRUCKS.

The White Company.

POLISH.

U. S. Metal Polish.

PIANO MOVERS.

Sycamore Wagon Works.

REMEDIES.

Parke, Davis & Co.
German Distemper Remedy Co.
H. S. Jenner.

STABLE SUPPLIES.

Gibson Oat Crusher Co.
Taber Pump Co.
Allen Bros.

STATIONERY.

The Myers & Shinkle Co.

TIRE HEATER.

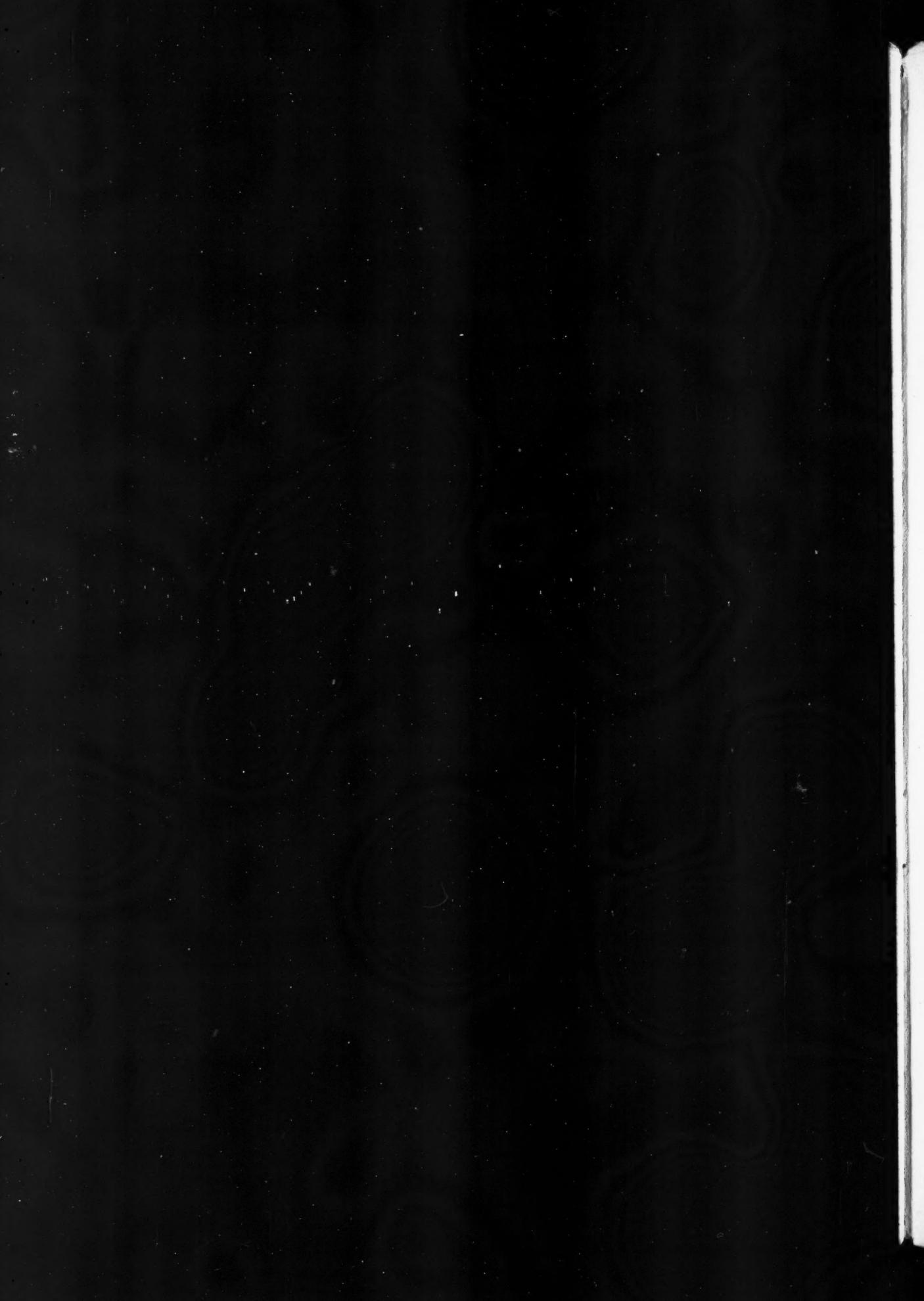
Rochester Tire Heater Co.

TIRE SETTERS.

The West Tire Setter Co.

*In answering advertisements please mention
THE TEAM OWNERS REVIEW.*

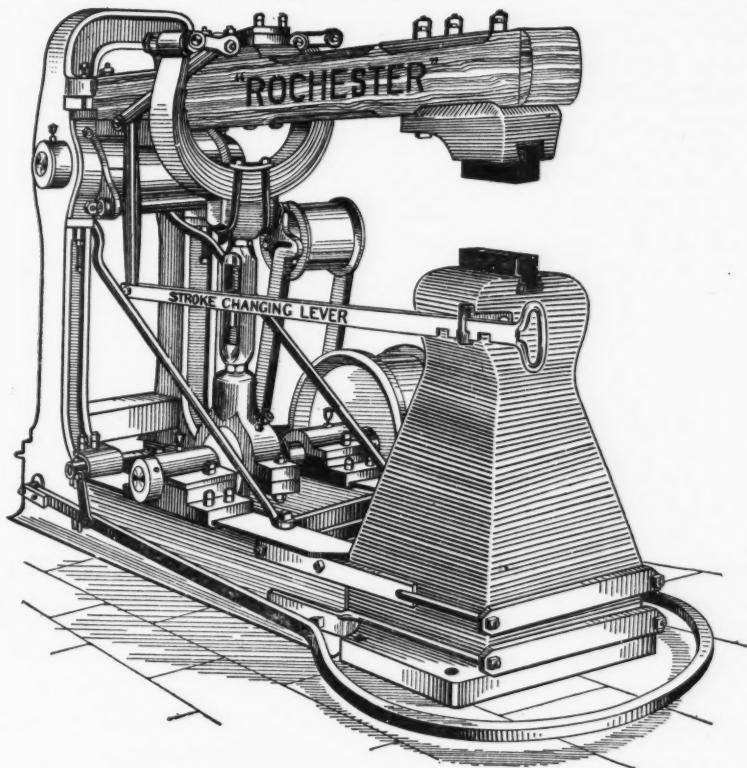




THE TEAM OWNERS REVIEW.

Rochester Helve Hammer

MADE IN SIX SIZES.



No Transfer or Carting Company operating a repair blacksmith shop can afford to do without one of these hammers.

Besides doing ordinary forging and drawing work, will weld tires, weld axles and handle a variety of work impossible to do under hammers of other makes.

Can be fitted with dies for making special shapes same as drop forge work.

Will pay for itself quickly in time and wages saved.

Cut shows large hammer with dies set lengthways of helve. When hammer is to be used for doing all kinds of general forging and also for welding tires, it makes a good combination to have the regular drawing or forging dies set crossways of the helve, and the welding dies set lengthways of helve. If you are considering the purchase of a power hammer we will be glad to send descriptive booklet free.

The West Tire Setter Company,
ROCHESTER, N. Y.

When answering advertisements please mention THE TEAM OWNERS REVIEW.

THE TEAM OWNERS REVIEW.



SPECIFY THEM ON YOUR NEXT WAGON

Manufactured Exclusively By

Cleveland Axle Mfg. Co.
Canton, Ohio.

When answering advertisements please mention THE TEAM OWNERS REVIEW.